

F o r s ø g
til
en kort Lærebog
i det engelske Sprog,
sammegaaende
en Læsebog,
indeholdende
Udtog af de vigtigste engelske Særelser
omkring Jordkloden,
samt
Efterretninger og Rapporter om Sædetræfninger.

Efter Befaling udarbejdet
til Brug for de Kongelige Selskabetter
af

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Kjøbenhavn 1800.
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Kongelig og Universitetsens Bogtrykker.



12.4.12.
1259

111

Ved min Tiltrædelse i October Aaened 1798 til Embedet som Lærer i det engelske Sprog ved det Kongelige Søkadet-Akademie, blev det mig af det Kongelige Admiralitets- og Commissariats-Collegio paalagt, inden eet Aars Forløb fra min Tiltrædelse at udarbejde en Grammatik og at samle en Læsebog i det engelske Sprog til Brug for Søkadetterne. Dette er Anledningen til, at nærværende Bog kommer for Lyset. Flere danske Oversættelser af tydske engelske Grammatiker, hvoriblandt jeg blot nævner Arnolds og Gebbers, synes at giøre en nye overflødig, eller ogsaa at forudsætte hos en saadans Forfatter en Selvtilid, der letteligen i et saa vanskeligt Foretagende, som at udarbejde en Lærebog, kunde mislydes til Forfatterens Skade, i Særdeleshed naar denne ikke kunde lægge saa mange Aars Erfarenhed i Bægtkaalen, som hine. Imidlertid ved, som sagt, min Pligt at paatage mig dette Arbejde. Med den Kundskab i Sproget, som en 15 Aars Studering af samme, en 10 Aars praktisk Ovelse, saavel i at informere Engelandere i

Dansk, som Danske i Engelsk, samt i at udarbejde Oversættelser baade af og i det engelske Sprog, og opmuntret tillige ved det Haab, at mine danske Medborgere overbærende vilde modtage det første Forsøg af en Landsmand, at give dem en original Lærebog i dette, med saa megen Grund yndede og dyrkede Sprog, da de allerede for nogle Aar siden havde modtaget et dansk videnskabeligt Værk oversat af mig paa Engelsk, lagde jeg Haanden paa Arbejdet; og hvorvidt Udsaldet har svaret til mine Ønsker og Bestræbelser's Formaal, at give min Lærebog al den Fuldkommenhed, som dens Korthed tillod — det maa den kyndige Læser afgjøre, hvis Dom i denne Henseende skal være mig en Regel til ved en næstlig tilkommende Udgave at gjøre de fornødne Rettelser og Forandringer.

Erfarung har lært mig, at jo kortere det er smueligt at affatte Lærebøger, des lettere gøres Sprogkundskaben for Begyndere. Flere bekjendte Sproglærere have saaledes til deres Underviisning forfattet korte Grammatiker i Manuscript; jeg har i flere Aar fulgt denne Maade, og, jeg tør sige det, med nogenlunde Held. Den nærværende Lærebog er Ord til andet den, jeg har benyttet mig af ved mine private Informationer, kun med nogle Tilføjninger, s. Ex. af Adverbierne og de uregelmæssige Verber o. s. v. Jeg haaber intet Vigtigt er forbigaaet, ligesom jeg ogsaa haaber, at intet Unødvendigt eller Overflødigt er anført. At

give theoretiske Regler for det engelske Sprogs Udtale, er i mine Tanker ligesaa vanskeligt, om ikke umgørligt, som det er til, liden Nytte for Begynderne, der, i det de lære en Regel, maae pines med at erindre en, ofte utallig, Mængde af Undtagelser; hvorfor jeg ogsaa kun har anført Bogskafterne med deres Navn, og Exempler paa deres forskiellige Udtale. Af de Bøger, jeg i øvrigt har havt for mig under min Grammatiks Udarbejdning, ere de vigtigste Johnson's, Lawth's, Wallis's og Priestley's Grammatiker; dog, uden at jeg har bundet mig til nogen i Særdeleshed, har jeg blot sammenholdt min med hine.

I Henseende til Læsebogen, troer jeg at burde anmærke, at da jeg i Valget af de Stykker, der skulde udgiøre denne, i Særdeleshed ønskede saadanne, der kunde være lærerige og underholdende for de unge Søefrigere, som Barket er bestemt, og derfor foreslog de engelske Keiser rundt om Jordkloben, og jeg selv ikke er Søemand, selvfølgelig ikke kyndig til at giøre det meest passende Valg i denne Henseende, påtog Cheser for de Kongelige Søefadetter Hr. Capitain Sneedorff, som jeg ved Kadet-Fregattens Hiemkomst i September Maaned forelagde mit Arbeide, sig den Umage at giennemlæse de forskiellige Keiser og udmærkte det, som han ansaae meest passende til at indrykkes i Læsebogen. For denne Hr. Kapitaens ædle Beredvillighed og øvrige gode Anmærkninger til det Hele, fordrer Sandheden og en levende Taknem-

melighed, at jeg herved aflægger min ærbødige og offentlige Tak. I min engelske Fortale til Læsebogen har jeg givet en kort kronologisk Efterretning om de vigtigste Reiser rundt om Jordkloden, som jeg har været i Stand til at samle, paa det at Læseren kunde her korteligen eftersee, hvad Reiser af Vigtighed der vare giorte før og efter dem, der indeholdes i Bogen, ligesom jeg ogsaa i disse selv har udfyldt Tabningen mellem de valgte Stykker med de fornødne Efterretninger, saa at enhver Reise kan læses som et Heelt. Disse af mig indførte Stykker ere trykkede med forskjellig Stil. De Efterretninger om de betydeligste Søeslag mellem de Engelske, Hollandske og Franske Flaader, samt Rapporter fra enkelte Stibes Chefer, som slutte Læsebogen, ere for det mæeste uddragne af the European Magazine og Annual Register.

Ved at læse og selv gjøre mig bekendt med de engelske og danske foresaldende Søe-udtrykke og Talemaader, indsaar jeg til hvilken Nytte en engelsk og dansk, samt dansk og engelsk Søe-Ordbog vilde være for den unge Søekriger ved Giennemlæsningen af Bogen og naar han vilde gjøre sig fuldkommen i Sproget; jeg udarbejdede derfor efter Hr. Kapitain Sneedorffs danske Søe-Ordbog og Rödings allgemeine Wörterbuch der Marine, samt Hr. Bay's engelske og danske Søe-Lexicon en saadan Ordbog paa begge Sprog, som jeg havde bestemt til at lade udgiøre en Deel af dette Værk. Men da den, isald den ellers skulde

vorde nyttig, og kunde fortjene at anbefales til
 Selskabet Akademiets Brug, maatte være ligesaa
 fuldstændig som korrekte baade i det engelske og det
 danske Sprog, og jeg selv, uagtet al den anvendte
 Glimt, følede, at den kunde modtage en Mængde
 Forbedringer og Tillæg i begge Sprogs tekniske
 Udtrykke, besluttede jeg heller at opsætte Udgivel-
 sen af denne og vedblive at foretage den efterhaan-
 den, allerhøjest da Mænd, der foreene med Ryn-
 dighed i Sæmmandskabet den udbredte Sprogkun-
 skab, der forudsættes til et saadant Arbejde, have
 lovet at bære mig med deres Biedrag, Rettelser
 og Anmærkninger. Naar jeg, understøttet ved
 Disses Belovelse, har bragt min Ordbog til den
 Fuldkommenhed, som jeg troer den bør have, for-
 inden jeg vover at forelægge det Offentlige den,
 og hvortil mine faa Frietimer skal være anvendte,
 haaber jeg, at den kunde ansees som et nyttigt
 Biedrag til dette Værk. Torde jeg imidlertid med
 dette smigre mig med, efter Formue at have
 ydet en nyttig Skier, at have bidraget no-
 get, i hvor ringe det end er, til dette Insti-
 tuts Fremme, som i den senere Tid er fæget alt
 meer og meer til dets Fuldkommenhed — til at
 vorde, hvad det bør at være, en udsøgt og om-
 hyggelig fredet Plantestole for Danmarks og Nor-
 ges vigtigste Forsvarere — Landenes Søefrigere —
 maatte dette mit Arbejde, ligesom ogsaa mine
 mundtlige Underviisninger, svare til mine varme
 Ønsker, Gavnelyst og Kierlighed for dette Insti-

tur — maatte det have lyktes mig, ved denne Bog, at have gjort Bogen lettere, ordentligere og meere lærerlig for den unge Søskadet, hvis Underviisning er mig anbefalet — torde jeg endeligen haabe, at see det Hele kronet med mine Foresattes og med mine Medborgeres Bifald — hvor rigeligen vilde jeg da ikke ansee den Umage betalt, som jeg anvendte derpaa, og hvor ivrigt skulde jeg ikke stedsse arbejde, for fremdeles at giøre mig værdig til denne.

Kiøbenhavn,

1 September Maaned 1799.

Christian Frederik Schneiders

Første Kapitel.

Om Bogstaverne.

Bogstavets Navn

Figur. paa Engelsk.

Udtale.

Aa . . . 1) som *ash*, *El Devils: Face*,
Fate, Paper, Lady.

2) som *ah*. *t. B. Father, far,*
war, warm.

Bb . . . *Wi . . .* som det danske *B*. *t. B.*
Bubble, Bud.

Um. *I* Enden af et Ord og foran
Bogstavet *T*, samt efter *M*,
udtales det aldeles ikke. *t.*
B. Debtor, Doubt, Lamb,
Comb.

Cc . . . 1) som *k* foran *a, o, u*. *t. B.*
Calm, Concavity, Curio-
sity.

2) som *s* foran *e, i, y*. *t. B.*
Century, City, Cyclops.

Um. *Ch* har en dobbelt Lyd:

1) som *tsch*. *t. B. child,*
church, which.

- 2) som k i fremmede Ord.
t. B. Chaos, Chymist
o. s. v.

Dd . . . Di . . for det mæste som det danske D.
t. B. Death, diligent o. s. v.

Ee . . . J . . har en dobbelt Lyd:

- 1) som det danske J. t. B.
Scène, égal.

- 2) som det danske E. t. B. Cel-
lar, separate.

U m. Er i Almindelighed stumt i
Enden af et Ord af flere
Stavelser. t. B. Hedge,
Oblige.

Ff . . . F . . som det danske F. t. B. Fly,
former o. s. v.

Gg . . . dschi . . har en dobbelt Lyd:

- 1) som det danske G foran a, o,
u, og undertiden i. t. B.
gay, go, gun, give, girl.

- 2) som dschi foran e, y, og un-
dertiden i. t. B. gin, ge-
neration, apology.

U m. G er ofte stumt foran H,
M, N, og undertiden i En-
den af Ord. t. B. Phlegm,
high, gnash, reign o. s. v.

Bogstavets Naam
Figur. paa Engelsk.

Udtale.

G g har en dobbelt Lyd:

1) haardt i Begyndelsen af et Ord. t. B. ghost, ghitar.

2) som F i Enden af et Ord. t. B. laugh, cough.

Undertiden er det ganske stumt, naar det staaer i Enden af et Ord. t. B. nigh, though, fight.

H h . . . edsch . . . Naar det udtales lyder det som det danske H. t. B. horse, hat; undertiden udtales det aldeles ikke, t. B. i de folgende Ord: Heir, Herb, Hostler, Honor, humble; honest, humour, samt disses Derivativer.

I i . . . Et . . . har en dobbelt Lyd:

1) som det danske Ei t. B. child, fine.

2) som det danske I. t. B. Sin, live.

A n m. Undertiden som et blødt e. t. B. virtue, Virgin; undertiden som et blødt o. t. B. Mirth, Birth.

J j . . . dschæ . . . som dsch. t. B. Jester, juice.

Donanets Navn
Figur. paa Engelsk. Udeale.

Kk . . . Kæ . . . som det danske K. t. B. King,
keep.

U m. Foran n i en Stavelses Be-
gyndelse ndtales k ikke. t. B.
know, knight. Hvor Lyden
skal forstærkes, bruges ikke
tvende k, men ck. t. B.
Stick, Sick.

Ll . . . Ll . . . som det danske L. t. B. Lily,
Like.

U m. Er meget ofte stumt, i Ser-
beslæbhed foran K og M i sam-
me Stavelse. t. B. walk,
talk, calm, Psalm. Ligele-
des i Imperfekterne af Hiel-
peverbene can, shall, will.
t. B. could, should, would.
I Enden af Ord ndtales l
som el. t. B. table, shuttle.

Mm . . . Mm . . . som det danske M. t. B. Mo-
ment, Murmur.

Nn . . . Nn . . . som det danske N. t. B. Noble,
manners.

U m. N er stumt efter M i samme
Stavelse. t. B. Hymn, Au-
tumn.

Oo . . . Oh . . . har følgende forskjellige Ryd:

1) som det danske Oh. t. B.
Bone, Obedient.

2) som et kort O. t. B. Block,
knock.

3) som Aa. t. B. God, Lord.

4) som et kort A. t. B. not,
hot.

5) som Uh. t. B. prove, lose.

Ann. on og or i Enden af Ord ud-
tales meget blødt, næsten
som en og er. t. B. Lesson,
Actor.

I Pluralet women af wo-
man udtales o som i; I one
og once, som om der stod et
w foran,

Pp . . . Pl . . som det danske P. t. B. Pope,
Population.

Ann. Er undertiden stumt, som i
Psalm; ligeledes mellem M
og T. t. B. tempt, empty;
saa ogsaa i Ordet Receipt.

Ph som f. t. B. Philoso-
pher, Philanthropy; undra-
gen i Nephew, hvor det ly-
der som v.

Qq . . . Qju . . som det danske Q. t. B. Qua-
drant, Queen.

Ann. Som R i Ord, der stamme
fra det Franske. t. B. Con-
quer, Liquor.

Dogstavets	Navn	
Figur.	paa Engelsk.	Udtale.

R r . . . Rr . . som det danske R. t. B. rarity,
roar.

Anm. Omsættes ofte med det efter:
følgende e. t. B. Centre,
Spectre, som Center, Spec-
ter o. s. v.

S s . . . Es . . har følgende forskellige Lyd:

- 1) som det danske S. t. B. Si-
ster, Sibilation.
- 2) som sch. t. B. Sugar, Sure.
- 3) som 3 foran det stumme e og
y i Enden af et Ord. t. B.
refuse, rosy; samt i flere,
som: Bosom, prison o. s. v.

Anm. S er stumt i Ordene Isle, Is-
land, Viscount.

sh udtales som sch. t. B.
shave, bashful.

sch, naar det staaer i een
Stavelse, som ff. t. B.
School, Scheme.

T t . . . Ti . . har følgende forskellige Lyd:

- 1) som det danske T. t. B. take,
total.
- 2) som sch i Endelserne tion og
tial. t. B. Nation, nuptial.
- 3) som tsch, naar der gaaer et s
foran. t. B. question. be-
stial.

Bogstavets Navn
Figur. paa Engelsk.

Udtale.

Th... har en dobbelt Lyd:

- 1) haard som det danske T. t. B.
thick, thunder.
- 2) en særegen Lyd, som ikke fuld-
kommen lader sig beskrive ved
Bogstaver. t. B. thus, thou,

Uu... Ju... har følgende forskellige Lyd:

- 1) som ju, naar det begynder et
Ord, eller staaer foran en
Konsonant med det stumme e.
t. B. use, Duke.
- 2) som et kort udtalt uh. t. B.
full, Bull.
- 3) haardt, næsten som et O
t. B. but, church.

Anm. U er undertiden stumt foran
a, e, i, y. t. B. guard;
guest, guise, buy.

U udtales som i i Ordene
busy, business; som e i bury.

Vv... Vi... som det danske V. t. B. Vain'
Vanity.

Ww... dobbeltju... lyder som et hastigt udtalt U.
t. B. Winter, water.

Anm. W er stumt foran R. t. B.
write, wrong; ofte ligeledes
foran H. t. B. who, whole;

Bogstavets Navn
Figur. paa Engelsk.

Udtale.

undertiden ogsaa i Midten
af et Ord. t. B. answer,
sword.

wh. udtales som det danske
hv. t. B. what, which.

Xx . . . Eks . . har følgende forskellige Lyd:

- 1) haardt som eks. t. B. exercise, exert.
- 2) blødt som gs. t. B. exist, exorbitant.
- 3) som ffsch. t. B. Luxury, anxious.

Yy . . . Hvel . . har en dobbelt Lyd:

- 1) som Ei. t. B. Fly, deny.
- 2) som J. t. B. Vanity, angry.

Uum. Lyder i Uimidelighed som
ei i Censurvellers-Ord. t. B.
by. my, why o. f. v.; og i
en betonet Stavelses Ende.
t. B. gratify, multiply.

Som i lyder det som oftest
i Midten af et Ord. t. B.
System; og naar det stager i
Enden af Ord af flere Sta-
veller. t. B. Dignity, Ma-
jority.

Zz . . . Sed . . lyder som det danske haarde S,
t. B. freeze, Lizard.

Bogstaverne i det engelske Sprog inddeles i Vokaler og Konsonanter.

1) Vokaler (Vowels) eller selvlydende. Disse ere:

A. E. I. O. U. Y. *

2) Konsonanter (Consonants), eller medlydende, ere de øvrige.

Af Dobbeltfigurerne, hvis Udtale ingenlunde efter faste Regler lader sig bestemme, ere de efterfølgende de vigtigste:

ai, au, an, ay, ea, eau, ee, ev, eu, ew,
ey, ia, ie, ieu, iew, iou, va, ve, vi, vo,
ou, ow, oy, ua, ue, ui, uv, uy.

* Man maae mærke, at Bogstavet Y kun betragtes som en Vokal i Midten og Enden af et Ord, i Begyndelsen derimod som en Konsonant.

Andet Kapitel.

Om Ord i Almindelighed.

Bed Ord forstaaes en Samling af flere Bogstaver, der enten skrevne tjene som Tegn, eller udtalte udgiøre en tydelig Lyd og tjene til at forklare og udvikle vore Ideer.

I det engelske Sprog inddeeler man Ordene i de følgende ni Klasser:

- 1) Artikel kaldes det Ord, som sættes foran Substantivet for at tilkjenndegive dets meer eller mindre Bestemthed (Betydning).
- 2) Substantiv er det Navn, man giver enhver Ting.
- 3) Pronomen hedder det Ord, man bruger i Substantivets Sted.
- 4) Adjektiv kalder man det Ord, som sættes til et Substantiv for at tilkjenndegive en Bestaaffenhed hos samme.
- 5) Verbum kaldes et saadant Ord, som tilkjenndegiver et Substantivs Tilværelse, Handling, eller Lidelse.

- 6) Ved et Adverb forstaaes et Ord, der lægges til andre Ord for at forklare en eller anden Omstændighed ved disse.
- 7) Prepositioner kaldes de Ord, som i Særdeleshed sættes foran Substantiver og Adjektiver, for saavel at forbinde dem med andre Ord, som for at forklare en vis Væstfæffenhed.
- 8) Konjunktioner ere de Ord, hvormed to eller flere Sætninger forbindes tilsammen.
- 9) Interjektioner ere Udraabs-Ord, der indføres for at udrykke den Handlendes Sindsbewæggelse.

Som Exempel paa Ovenansførte kan følgende Periode tlene:

The Gift of Reason and the Faculty of Speech, whereby we are able to explain our Ideas, are the great Advantages by which a Man most distinguishes himself before an Animal. O that! Men never did abuse these noble qualities so as to be inferior to the Brutes.

Forstandens Gave og Tale-Evney, hvorved vi ere i Stand til at forklare vore Ideer, ere de store Fordeele, ved hvilke et Menneske meest udmærker sig selv fremfor et Dyr. O at Menneskene aldrig misbrugte disse ædle Egenstaber, saa at de bleve ringere end Væstierne.

I forestaaende Periode ere the, a, an Artikler; Gift, Reason, Faculty, Speech, Ideas, Advantages, Man, Animal, Qualities, Brutes ere Substantiver; we, our, himself, them, these, which ere Pronominer; able, greatest, inferior, noble

ere *Adjektiver*; are, explain, distinguishes, did, abuse, be ere *Verber*; whereby, most, before, never ere *Adverber*; of, to, that ere *Prepositioner*; and, so, as ere *Konjunktioner*; O that er en *Interjektion*.

Tredie Kapitel.

Om Artiflerne.

Da vi af det Foregaaende have seet, at *Artikelen* er et saadant Ord, der sættes foran *Substantivet* for at tilkiendegive dets meere eller mindre *Bekemthed*, følger den naturlige Inddeeling af *Artikelen* i

- 1) den bestemte *The*, som svarer til den danske den og det, eller en og et, bag efter Ordet; og
- 2) den ubestemte *A* eller *An*, som svarer til den danske en og et foran Ordet.

Om den bestemte Artikel og dens Brug.

The kaldes bestemt, fordi den udmærker den Ting, man meener. t. B. *The Man, whom I saw yesterday on the Ship, which ic.* (Det Menneske, som jeg saae i Gaar paa Skibet, som ic.). Herved tænker

Jeg mig kun det eeneste Menneske og Skib, uden Hensyn til andre Mennesker og Skibe.

U n m. Af det danske Sprogs Natur følger, at *The* et alleene, som ovenstaaende Exempel viser, bruges for den og det; men ogsaa for en og et, naar disse i-Danſken bruges bag ved Ordet. t. B. *The-Fruit of the Tree* (Frugten af Træet).

Hverken den bestemte eller ubestemte Artikel lide nogen Forandring i Henseende til det Ords Køn, foran hvilket den staaer. t. B.

the Man.	the Girl.	the Table.	a King.
Manden.	Pigen.	Bordet.	en Konge.
	a Queen.	a House.	
	en Dronning.	et Huus.	

Den bestemte Artikel liden ingen Forandring i Henseende til det Ords Enkelt- eller Fleertal, foran hvilket den staaer. t. B.

the Ship.	the Ships.	the Book.	the Books.
Skibet.	Skibene.	Bogen.	Bøgerne.

U n m. Denne Artikel bruges ofte foran Adjektiverne i Komparativ samt Superlativ, for at udtrykke dennes Grad endnu stærkere. t. B. *the more* I examine it, *the better* I like it. (jo meer jeg undersøger det, jo bedre liden jeg det). *the less*, *the finer*. (destomindre, destobedre).

Om den ubestemte Artikel og dens Brug.

Den kaldes ubestemt, fordi det Ord, foran hvilket den staaer, tages i en udstrakt Forstand. t. B.

A Man.

Her tales om et Menneske i Almindelighed, uden at bemærke nogen Enkelt i Særdeleshed. Artikelen hedder deels A, deels An.

1) A bruges, naar det følgende Ord begynder med en Konsonant. t. B.

a Man. a Book. a Vessel. a Box. a Candle.
en Mand. en Bog. et Fartoi. en Eske. et Lys.

2) An bruger jeg derimod (for Velklangens Skyld), naar det efterfølgende Ord begynder med en Vokal. t. B.

an Art. an Evil. an old Man. an ugly Man.
en Kunst. et Onde. en gammel Mand. en hæslig Mand.

Anm. Da det i Forveien er seet, at Bogstavet Y ei betragtes som en Vokal i Begyndelsen af et Ord, følger deraf, at jeg siger:

a young Man. a Year o. s. v.
en ung Mand. et Aar

Da vi have seet, at Bogstavet H i Begyndelsen af et Ord undertiden udtales, og undertiden ikke, hvilket alleene kan læres ved Øvelse, og man fremdeles ikke kan tænke sig et H uden en derpaa følgende Vokal, som nødvendigen maae høres strax; dersom H ikke udtales, saa følger, at an bruges foran det stumme eller ikke lydende H, og A foran det lydende. t. B.

Ord, der begynde med det stumme H:

an Hour. an Heir. an honest Man.
en Time. en Arving. en ærlig Mand.

Ord, der begynde med det lydende H:

a Horse. a Hat. a Hole.
en Hest. en Hat. et Hul.

I Henseende til det Ords Rion, foran hvilket den staaer, have vi allerede seet, at denne Artikel, ligesaaalidet som den bestemte, liden nogen Forandring. I Fleertallet kan den efter sin Natur ikke tænkes.

Dog maae herfra undtages, nogle særegne Udtryk i det engelske Sprog; man sætter nemlig ofte denne Artikel foran Adjektiverne few (faa) og many (mange). t. B.

a few Men. a great many Men. (Shakespeare).
faa Mennesker. mange Mennesker.

For Harbour at a thousand Doors they knocked (Dryden)

For Opholdssted ved et tusinde Dørre de bankede

about an eight Days. (Shak.)

om en otte Dage.

Artikelen udelades foran

1) Personers og Stæders Navne. t. B.

John and Peter went from Copenhagen to London.

Johan og Peter tog fra Kjøbenhavn til London.

2) Dyders, Lasters og Egenskabers Navne, eller overhovedet foran alle abstrakte Ord. t. B.

The proper Study of Mankind is man (Pope)

Det passende Studium for Menneskeslægten er Mennesket.

Beauty and Love are the reverse of Ugliness

Ynde og Kiarlighed ere det modsatte af Grimhed

and Hatred.

og Had.

3) Elgelebes foran Ord, hvorved Tingenes blotte Tilværelse omtales. t. D.

This is not Beer, but Water.

Dette er ikke Øl, men Vand.

This is not Brass, but Steel.

Dette er ikke Kobber, men Staal.

Som en Prove paa Brugen af Artiflerne kan følgende Sætning tiene:

Man was made for *Society*, and ought to extend his good Will to all Men: but a *Man* will naturally entertain a more particular kindness for the *Men* with whom he has the most frequent intercourse; and enter into a Still closer union with the *Man* whose temper and Disposition suit best with his Own. (Lowth.)

Paa Dansk:

Mennesket blev skabt for Selskab, og bør udbrede sin gode Villie til alle Mennesker: Men et Menneske vil naturligen nære en meere særegen Godhed for de Mennesker, med hvilke han har den meest jevnlig Omgang, og indlade sig i næiere Forbund med den Mand, hvis Lune og Sindstemning passer sig bedst til hans eget.

Fjerde Kapitel.

Om Substantiver.

Ligesom det af det Foregaaende er seet, at der ved et Substantiv forstaaes det Navn, man giver enhver Ting, saaledes kunne vi her anmærke, at dette Substantiv kan betragtes i toende Henseender; enten

- 1) med Hensyn til dets Antal, eller
- 2) dets Køn.

Om Substantivets Deklination.

Det engelske Sprog har i egentlig Forstand ingen Kasus, d. e. selve Ordet lider ingen Forandring ved dets forskellige Forhold til andre; dette udtrykkes derimod ved Propositionerne, nemlig *of* foran Genitiv, *to* foran Dativ, og *from* foran Ablativ.

Dog udtrykkes ikke Genitivet, eller Ordets ejendommelige Bemærkelse, steds ved *of*, men ogsaa ved at tilføie et *s* med Apostroph foran, og i dette Tilfælde staaer Nominativet foran, i hiint med *of* derimod bag efter. t. B.

the Family's Head,
Familiens Hoved,

the Head of the Family.
Hovedet af (for) Familien.

Num. Udtrykkes den etendommelige Bemærkelse ved flere Substantiver, tilsvies det apostropherede s det sidste Ord. t. B.

The King of great Britain's Soldiers.
Kongen af Storbritanniens Soldater.

Fleertallet dannes af Enkelttallet blot ved at føie et s til. t. B.

Master,	Masters.	Bird,	Birds.
Herre,	Herrer.	Fugl,	Fugle.

Et Ords Declination med den bestemte Artikel.
Enkelttal.

Nominativ. the Master, Herren.

Genitiv.	of the Master	} Herrens.
	eller	
	the Master's	

Dativ. to the Master, til Herren.

Accusativ. the Master, Herren.

Ablativ. from the Master, fra Herren.

Fleertallet.

Nominativ. the Masters, Herrerne.

Genitiv.	of the Masters	} Herrerne's.
	eller	
	* the Masters	

* I Genitiv af Pluralis bruges intet apostropheret s, naar Ordet endes paa s, men vel naar samme ved en uregelmæssig Form endes paa en. t. B.

Men's Nature.	Children's Obedience.
Menneskenes Natur.	Børns Lydighed.

Dativ. to the Masters, til Herrerne.

Accusativ. the Masters, Herrerne.

Ablativ. from the Masters, fra Herrerne.

Et Ords Deklination med den ubestemte Artikel.

Enkelttal.

Nominativ. a Horse, en Hest.

Genitiv. of a Horse
eller
a Horse's } en Hestes.

Dativ. to a Horse, til en Hest.

Accusativ. a Horse, en Hest.

Ablativ. from a Horse, fra en Hest.

Fleertallet.

Nominativ. Horses, Heste.

Genitiv. of Horses, Hestes.

Dativ. to Horses, til Heste.

Accusativ. Horses, Heste.

Ablativ. from Horses, fra Heste.

Anm. 1) De Ord, som endes paa ch, sh, ls og x, sættes til Enkelttallet for at danne Fleertallet.
t. B.

Church, Churches. Lash, Lashes.

Kirke, Kirker. Slag, Slag (Fleert.)

Glafs, Glafsers. Fox, Foxes.

Glas, Glas (Fleert.) Ræv, Ræve.

2) De Ord, som i Enkelttallet endes paa y, danne Fleertallet ved at forandre y til ies. t. B.

Lady, Ladies. City, Cities. Enemy, Enemies.

Dame, Damer. Bye, Byer. Fiende, Fiender.

3) Bogenstavet f i Enkelttallet forandres i Fleertallet undertiden til ves. t. B.

Leaf, Leaves. Calf, Calves. Staff, Staves.
Blad, Blade. Kalv, Kalve. Stav, Stave.

Følgende ere aldeles afvigende:

Enkelttal. Fleertal.

a Die, en Tærning . . . Dice, Tærninger.
a Mouse, en Muus . . . Mice, Muus.
a Louse, en Luns . . . Lice, Luns.
a Goose, en Gaas . . . Geese, Gæs.
a Tooth, en Tand . . . Teeth, Tænder.
a Foot, en Fod . . . Feet, Fødder.
a Child, et Barn . . . Children. Barn.
a Cow, en Koe . . . Kine, Køer.
a Sow, en Soe . . . Swine, Sviin.
a Penny, en Løffilling . Pence. Stilling.
a Man, et Menneske, Mand Men, Mennesker, Mænd

samt de Ord der komme heraf. t. B.

a Woman, et Fruentimmer. Women, Fruentimmer.

Num. Nogle Ords Enkelt- og Fleertal ere de samme.
t. B.

a Sheep, Sheep. a Deer, Deer.
et Faar, Faar. et Daabyr, Daabyr.

Nogle Ord, især Egenkabers Navne, bringes blot i Enkelttallet. t. B.

Wisdom, Courage, Valour.
Wiisdom, Mod, Tapperhed.

Andre blot i Fleertallet. t. B.

Scissors, Bellows, Lungs, Breches.
Sæx, Blæsehals, Lunge, Beenklæder.

Om Substantivets Køn.

I det engelske Sprog gives ingen grammatisk Forskiel mellem Substantivets Køn. Hunkønnet dannes af Hankønnet enten

1) ved at føie els til. t. V.

Lion, Love, Lioness, Lovinde.

Baron, Frieherre, Baroness, Frieherrinde.

v. s. v.

2) eller ved at forandre heele Endelsen i Hankønnet. t. V.

Abbot, Abbed, Abbess, Abbedinde.

Emperor, Keiser, Empress, Keiserinde.

3) Ogsaa udtrykkes Hankønnet ved at føie et he (han) male (mandlig) eller cock ^{Hane} ~~Han~~ foran Ordet, samt Hunkønnet ved at tilføie she (hun), female (kvindelig) eller Hen (Hane). t. V.

a He Fox, en Han Ræv. a she Fox, en Hun Ræv.
a male Servant, en Tjenestefarl. a female Servant, en
Tjenestepige.

a cock Sparrow, en Han Spurre. a Hen Sparrow, en
Hun Spurre v. s. v.

4) Nogle ere ganske forskiellige i Hunkønnet fra Hankønnet; de vigtigste blandt disse ere:

Boar, Orne. Sow, Soe.

Boy, Dreng. Girl, Pige.

Bridegroom, Brudgom. Bride, Brud.

Brother, Broder.	Sister, Søster.
Buck, Raab Wul.	Doe, Raab.
Bull, Tyr.	Cow, Koe.
Cock, Hane.	Hen, Høne.
Dog, Hund.	Bitch, Tæve.
Drake, Andrik.	Duck, And.
Father, Fader.	Mother, Moder.
Friar, Munk.	Nun, Nonne.
Gander, Gase.	Goose, Gæs.
* Horse, Hest.	Mare, Hoppe.
Husband, Egtemand.	Wife, Hustru.
King, Konge.	Queen, Dronning.
Lad, Dreng.	Lass, Pige.
Lamb, Lam.	** Ew, Faar.
Lord, Herre, (ogsaa en Titel, der omtrent svarer til vort Greve).	Lady, Frue.
*** Man { Menneſte. og { Mand.	Woman, Fruentimmer.
Nephew, Broder- eller Søster- søn.	Niece, Broder- eller Sø- sterdatter.

* Hingst i hedder paa Engelsk Stallion, eller Stone Horse.

** ew udtales joh.

*** Ordet *Man* har en dobbelt Bemærkelse paa Engelsk, nemlig Menneſte i Almindelighed, og Mand i Særbeleshed. Det første indbefatter naturligtvis Women, Fruentimmer, med; den anden kun Mandfolk. Saaledes kunne for Exempel: et Fruentimmer og et Menneſte, ikke oversættes paa Engelsk: a Wo-

* Master, Mester, Herre, Mistrel, Madmoder, Bone,
 Beherster, Herr. Riarest, Frille,
 Behersterinde.

Son, Søn. Daughter, Datter.

Stag, Stort. Hind, Hind.

Uncle, Far- og Morbroder. Aunt, Faster og Møster.

Widower, Enkemand. Widow, Enke.

Wizard, Heremester. Witch, Hek.

Anm. Ofte bruges he og she i det Engelske som rela-
 tive til livløse Ting. t. B.

Nature and her works. (Pope)

Naturen og dens Gjerninger.

Heaven his wonted face renewed. (Milton)

Himlen fornyede dens sædvanlige Udseende.

Saaledes bruges she steds om Stibe. t. B.

She lost her Mast.

Det mistede dets Mast.

man is a man; dette vilde for en Engländer være
 en Modsigelse, men maas oversættes: a Woman is
 of the human Kind, et Fruentimmer er af det men-
 neskelige Køn.

* Ved dette Ord maas mærkes dets Udtale, der er for-
 skjellig efter dets Betydning. Naar for Exempel der
 ved det engelske Ord Master forståes Herre, Mester,
 eller Beherster, udtales det Mahster; forståes der-
 ved blot Herr, udtales det som Mister. t. B.

He is the Master (Mahster) of the House.

Han er Herren i Huset.

Give this to Master (Mister) Smith.

Giv dette til Herr Smith.

Femte Kapitel.

Om Adjektiver.

Adjektiver kaldes det Ord, som sættes foran et Substantiv for at tilkiendegive en Væbskaffenhed hos samme. I Henseende til Adjektiverne i det engelske Sprog maas man anmærke, at de blive uforandrede baade med Hensyn til det Ords Tal eller Kien, hvortil det svarer. t. B.

a good Man, good Men; a good Woman, good Women;
en god Mand, gode Mænd; en god Kone, gode Koner;

a good Table, good Tables.

et godt Bord, gode Borde.

Num. Meget ofte bruges Adjektiver som Substantiver, og i dette Tilfælde beklindes de som disse. t. B.

He received the *News*, that his *Goods* were arrived.

Han modtog de Nyheder, at hans Vare vare ankomne.

The *former's* Authority was a Check upon the

Den Førstes Myndighed var et Baand paa den

latter's Audacity.

Eldstes Dumdriftighed.

Om Adjektivets Sammenlignings Grader.

Disse ere:

- 1) **Positiv**, eller Adjektivet i dets oprindelige Form, uden Hensyn til den beskrivende Væsenheds større eller mindre Grad i Sammenligning med andre. t. B.

a wise Man.

a great House.

en vis Mand.

et stort Huus.

- 2) **Komparativ**, kaldes saaledes, fordi her anstilles en Sammenligning mellem den beskrivende Egenheds større eller mindre Forhold til andre Ting. Komparativet dannes i det engelske Sprog af Positivet ved at føie er til det, og dersom det endes paa e, da blot ved at føie et r til. t. B.

a wiser Man.

a greater House.

en visere Mand.

et større Huus.

- 3) **Superlativ**, som udtrykker den højeste eller mindste muelige Grad. Denne dannes af Positivet ved at lægge est til det, og om samme endes paa e, da blot ved at føie st til. t. B.

the wisest Man.

the greatest House.

den viseste Mand.

det største Huus.

Anm. Der gives endnu en anden Maade at danne Komparativ og Superlativ, nemlig ved at føie more eller less (meer eller mindre) foran det første og most eller least (meest eller mindst) foran det sidste. t. B.

more benevolent.
goddædigere.

most benevolent.
goddædigst.

less unhappy.
mindre ulykkelig.

least honorable.
mindst hæderlig.

I Almindelighed bruges denne sidste Maade foran Ord, der have en latinsk Oprindelse, eller bestaae af flere Stavelser.

Anm. Er Positivet et enkelt Stavelses Ord og endes paa Bogstaverne d, g eller t, da fordobles disse i Komparativ og Superlativ. t. B.

red, redder, reddest; big, bigger, biggest;
rød, rødere, rødest; tyk, tykkere, tykkest;

hot, hotter, hottest,

heed, heedere, heedest.

Anm. Endes Positivet paa Bogstavet y, da forandres dette i Komparativ til ier, og i Superlativ til iest. t. B.

happy, happier, happiest; easy, easier, easiest.
lykkelig, lykkeligere, lykkeligst; let, lettere, lettest.

Anm. Nogle enkelte Superlativer, hvilke deels mangle Komparativ, deels Positiv, have dannet deres Superlativ ved at sætte most til Enden af Ordet. Saadanne ere t. B.

foremost, forrest.	hindermost,	} bagest.
	hind most,	
	outermost,	
innermost, inderst.	uttermost,	} yderst.
	atmost,	
uppermost, øverst.	undermost.	underst.

Endelſen iſh kan ogſaa regnes blandt Adjektivets Komparationer, da den beſkrivende Beſtaffenhed ved ſamme kan ſiges at worde formindſket. t. B.

black, blackiſh. salt, ſaltiſh.

ſort, ſortagtig. ſalt, ſaltagtig.

Følgende danne deres Grader ganſke uregelmæſſigen :

Positiv.	Komparativ.	Superlativ.
good, god,	better, bedre,	best, beſt.
bad, ond,	worse, værre,	worst, værſt.
little, liden,	leſs, mindre,	least, mindſt.
* much, meget,	} more, meer,	most, meeſt.
many, mange,		
near, nær,	nearer, nærmere,	next, nærmeeſt.
old, gammel,	elder, ældre,	eldest, ældſt.

* Foruden much kan meget ogſaa overſettes ved very; det førſte bruges ſom Adjektiv, det ſidſte ſom Adverb. t. B.

He has much '(agreat deal of) Wit.

Han har meget (en ſtor Deel af) Vid.

He is very witty.

Han et meget vittig.

Undertiden ſies begge tiſſammen. t. B.

very much, fordeles meget.

Siette Kapitel.

Om Pronominer.

Det Ord, man bruger i Substantivets Sted for at undgaae at gientage det i Taler, kaldes et Pronomen.

Om de personlige Pronominer.

Enkelttal.

Enkelttal.

1ste Person.

2den Person.

Nominativ. I, jeg

* thou, du

Genitiv. of me, af mig

of thee, af dig

Dativ. to me, til mig

to thee, til dig

Ablativ. from me, fra mig

from thee, fra dig

Enkelttal.

3die Person.

Han.

Hunkion.

Hverkenkon.

Nom. he han

she, hun

it, det

Gen. his, hans

her og hers, hendes

it's, dets

Dat. to him, til ham

to her, til hende

to it, til det

Abl. from him, fra ham

from her, fra hende

from it, fra det

* thou og thee bruges ikke i det engelske Sprog, uden der hvor man taler i Albenkab.

1ste Person.	2den Person.	3die Person.
Nom. we, vi	ye, you; * Eder	they, De
Gen. of us, af os	your, yours, Eder	them, theirs, Deres
Dat. to us, til os	to you, til Eder	to them, til Dem
Abl. from us, fra os	from you, fra Eder	from them, fra Dem

Om de possessive Pronominer.

Konjunktiv.

Absolut.

my, min	mine, min
thy, din	thine, din
his, hans	his, hans
her, hendes	her's, hendes
it's, dets	it's, dets
Our, Vor	Ours, Vor
Your, Eders	Yours, Eders
* their, deres	theirs, deres

De første bruges naar Substantivet staaer udtryffeligen nævnet; de sidste naar dette er udeladt eller et andet.

* J Stedet for at en Dansker bruger den 3die Person De i Talem til hinanden, bruger en Engellænder den 2den, You, I.

* Det danske possessive Pronomen Sin eller Sit gives ikke paa Engelsk, men disse udtrykkes ved his, her, og it's. t. B.

he (she) loves his (her) Children.

han (hun) elsker sine Børn.

the Coach broke it's Wheel.

Vognen brak sit Hjul.

det Ord saiet ind imellem Pronominet og Substantivet.
t. D.

This is not thy Hat, but mine.

Dette er ikke din Hat, men min.

She is my Sister, and not thine.

Hun er min Søster, og ikke din.

This is not your House, but Ours.

Dette er ikke Eders Huus, men Vores.

He is my friend

eller

han er min Ven.

He is a friend of mine,

Disse Pronominer forändres ligesaaalidet som Adjektiverne, formedelst deres Substantivers forskellige Stilling i Versloeden. t. D.

my Hat, my Houses, our Horse, our Horses,
min Hat, mine Huse, vor Hest, vore Heste,
my Mother's Cloths
min Moders Klæder o. s. v.

Om de reciproke Pronominer.

Disse dannes af de personlige og possessive med Tilføielsen af self i Enkelttallet og selves i Fleertallet.

Enkelttal.

Af 1ste Person	I	kommer	my self,	mig selv
- 2den	— thou	—	thy self,	dig selv
- 3die	— he	—	him self,	ham selv
	— she	—	her self,	hende selv
	— it	—	it self.	det selv

Fleertal.

At 1ste Person We kommet our selves, Os selv

- 2den — You — Your selves, Eder selv

- 3de — they — them selves, dem selv

4/ Om de demonstrative Pronominer.

Enkelttal.

this, denne og dette

that, hiin og hiint

Fleertal.

these, disse

those, hiine

Anm. Deklineres med Prepositionerne of, to, from;
Pronominet that bruges ofte for Relativet which,
og har da intet Fleertal.

5/ Om de relative Pronominer.

Disse ere:

who	}	hvo, hvilken, som, der.
which		
that		

who bruges blot om fornuftige Væsener. t. V.

the Man who

den Mand som

the Woman who

den Fruentimmer som

which bruges baade om fornuftige og ufornuftige, dog
helst om de sidste. t. V.

the Table which

Bordet som

the Man which

Manden som

the Ship which

Skibet som

that bruges [saavel om Personer og Dyr, som Ting.
t. B.

the Man that	the Animal that	the Watch that
Manden som	Dyret som	Uhret som

Enkelt og Fleertal.

Nominativ. who, hvo, som, hvilket, der

Genitiv. whose, hvis

Dativ. to whom, til hvem

Ablativ. of whom, af hvem

Nominativ. which, that, hvo, som, hvilket, der

Genitiv. of which, of that, hvis o. s. v.

Dativ. to which, to that, til hvem, til hvilket

Ablativ. of which, of that, af hvem, hvilket

Ann. Ved Genitivet af which maae Substantivet staae
foran. t. B.

the Ship the Mast of which

Skibet hvis Mast

the Table the Foot of which

Bordet hvis Fod

Spørgende

which og who, hvortil undertiden kommer what,
hvad, bruges ogsaa som spørgende Pronominer.
t. B.

who is he? which Way? what is that?

hvo er han? hvilken Vej? hvad er det?



the eleventh the first
the first
twenty one
one
eleven

Syvende Kapittel.

Om Faltene.

one	ellevén	twenty one	the first	the eleven	the twentieth first
1	11	21	den 1ste	den 11te	den 21de
two	twelve	twenty two &c.	the second	the twelfth	the twentieth second &c.
2	12	22	den 2den	den 12te	den 22de
three	thirteen	thirty	the third	thirteenth	the thirtieth
3	13	30	den 3de	den 13de	den 30te
four	fourteen	forty	the fourth	the fourteenth	the fortieth
4	14	40	den 4de	den 14de	den 40de
five	fifteen	fifty	the fifth	the fifteenth	the fiftieth
5	15	50	den 5te	den 15de	den 50de
six	sixteen	sixty	the sixth	the sixteenth	the sixtieth
6	16	60	den 6te	den 16de	den 60de
seven	seventeen	seventy	the seventh	the seventeenth	the seventieth
7	17	70	den 7de	den 17de	den 70de
eight	eighteen	eighty	the eighth	the eighteenth	the eightieth
8	18	80	den 8de	den 18de	den 80de
nine	nineteen	ninety	the ninth	the nineteenth	the ninetieth
9	19	90	den 9de	den 19de	den 90de
ten	twenty	hundred	the tenth	the twentieth	the hundredth
10	20	100	den 10de	den 20de	den 100de
				thousand	the thousandth
				1000	den 1000de

once, engang	for the first, for det første
twice, to gange	second, for det andet
thrice, tre gange	third, for det tredje
fourtimes, fire gange	fourth, for det fjerde
fivetimes, fem gange	fifth, for det femte
o. s. v.	o. s. v.

a Score, en Snees	Sennight, otte Dage
a pair,	fort night, florten Dage
a couple, } et Par	three Weeks, tre Uger
a brace,	four Weeks, fire Uger
	o. s. v.

Num. Ligesom man i det danske Sprog i Time-Regningen bestemmer Tiden med Hensyn til den tilkommende Time, saaledes regner man i det engelske Sprog steds fra den næstforløbne Time, t. B.

it is twelve o' (of a) Clock

Kloffen er Tolv

It is a quarter (of an hour) past twelve

Kloffen er eet Kvarteer til Eet

half (an hour) past twelve

halv Eet

three quarters past twelve

tre Kvarteer til Eet

Num. Den almindelige Tidsregning er:

Year, Aar; Month, Maaned; Week, Uge;
Day, Dag; Night, Nat; Midnight, Midnat;
Morning, Morgen; Forenoon, Formiddag; Noon,
Middag; Afternoon, Eftermiddag; Evening,

Aften; Night, Nat; Yesterday, i Gaar; the day before Yesterday, i Gistgaars; to Morrow, i Morgen; the day after to Morrow, Overmorgen.

Num. Ved Evening forstaaes ikke egentlig Aften, men den sildigere Deel af Eftermiddagen. t. B.

I saw him yesterday Evening.

Jeg saae ham i Gaar hehmod Aften.

Ved Ordet Night forstaaes ikke blot Nat, men ogsaa Aften. t. B.

he spent the Night at a tavern.

Han tilbragte Natten i et Værtshuus.

I supped there last night.

Jeg spiste der i Aftes (ikke i Nat).

Saa at last Night er i Aftes, this Night i Aften og Nat.

• Ottende Kapitel.

D m W e r b e r.

Det Ord, som udtrykker et Substantivs Tilværelse, Handling, eller Tidelse, kaldes et Verbum. Ved Verbet mærkes dets Konjugation, og dets Tempora. Hielspeverbene, uden hvilke adskillige af de andre Verbers Tempora ikke kunne dannes, ere følgende:

2) to have, at have.

Præsens.

Singularis.

I have, jeg har.

thou hast, du har.

he, she, it has (hath), han, hun, det har.

Pluralis.

we	} have, I	Vi	} have.
you		De	
they			

Imperfectum.

Singularis.

I had, jeg havde.

thou hadst, du havde.

he, she, it had, han, hun, det havde.

Pluralis.

we	} had, I	Vi	} havde.
you		De	
they			

Perfectum og Plusquamperfectum dannes af disse tvende, saaledes, at kun det første conjugeres, det sidste bliver uforanderligt. t. B.

I have had, jeg har havt.

we have had, vi have havt.

I had had, jeg havde havt.

we had had; vi havde havt.

Futurum *bagges med shall eller will. t. B.*

I shall (will) have, jeg skal (vil) have.

we shall (will) have, vi skulle (ville) have.

Imperativus. *have, hav.*

Præsens infinitivus. *to have, Perfect. to have had,*
at have. at have havt.

Præsens particip. *having, Perfect. having had,*
havende. havende havt.

a) to be, at være.

Præsens.

Singularis.

I am, jeg er.

thou art, du er.

he, she, it is, han, hun, det er.

Pluralis.

<i>we</i>	} are,	<i>Vi</i>	} ere.
<i>you</i>		<i>I</i>	
<i>they</i>		<i>De</i>	

Imperfectum.

Singularis.

I was, jeg var.

thou wast, du var.

he, she, it was, han, hun, det var.

Pluralis.

<i>we</i>	} were,	<i>Vi</i>	} vare.
<i>you</i>		<i>I</i>	
<i>they</i>		<i>De</i>	

Perfectum og Plusquamperfectum dannes, det første af Præsens have, og det sidste af Imperfectum had, med Supinum af to be, been. t. B.

I have been, jeg ~~has~~ været.

I had been, jeg havde været.

Futurum dannes af shall eller will med Infinitiv. to be. t. B.

I shall be, jeg skal være.

I will be, jeg vil være.

Imperativ. be, vær.

Præsens infinitiv. to be, at være; to have been, at have været.

Præsens particip. being, værende, og den som er.

Perfect. partic. been, været.

Num. to be er det eneste Verbum, der i det engelske Sprog i Ordets egentlige Forstand kan siges at kunne conjungeres i Conjunctivet. t. B.

Præsens.

Conjunctiv.

Singularis.

I be, jeg
thou beest, du } er.
he be, han }

Pluralis.

we be, vi
you be, I } ere.
they be, de }

Imperfectum.

Conjunctiv.

Singularis.

I were, jeg
thou wert, du } var.
he were, han }

Pluralis.

we were, vi
you were, I } vare.
they were, de }

An m. Den forbigangne saavel som den tilkommende Tid
udtrykkes meget ofte i det engelske Sprog ved
Hjælpeverbet to be. t. D.

I was to have been there Yesterday.

Jeg skulde have været der i Gaar.

I am to go there to Morrow.

Jeg skal gaae der i Morgen.

Pigeledes finder man ofte, at den nærværende Tid
af et Verbum udtrykkes med am, og forbigangne med
was, i Forreening med Præsensparticipet af Verbet.
t. D.

I am reading, jeg læser, istedet for I read.

Det første udtrykker, at jeg læser (just nu). Saaledes
ogsaa: I was reading, jeg læste (just da) o. s. v.

2) Præsens.

Singularis.

I can,	jeg	}	kan.
thou canst,	du		
he, she, it can,	han, hun, det		

Pluralis.

we	}	can,	}	kan		
you		}		I	}	eller
they				De		funde.

Imperfectum.

Singularis.

I could,	jeg	}	funde.
thou couldst,	du		
he, she, it could,	han, hun, det		

Pluralis.

we	} could,	Vi	} kunde.
you		I	
they		De	

Ann. Da dette Verbum mangler alle de øvrige Tempora, maae dets Infinitiv og Particip udtrykkes ved det laante Ord able. t. B.

to be able, at kunne.

he has been able, han har kunnet.

4)

Præsens.

Singularis.

I shall, jeg	} skal.
thou shalt, du	
he, she, it shall, han, hun, det	

Pluralis.

we	} shall,	Vi	} skal
you		I	
they		De	

Imperfectum.

Singularis.

I should, jeg	} skulde.
thou shouldst, du	
he, she, it should, han, hun, det	

Pluralis.

we	} should,	Vi	} skulde.
you		I	
they		De	

Ann. For at udtrykke Infinitivet og Participet af

ette Verbum, maas laanes det fremmede Ord
obliged, forbanden. t. B.

to be obliged, at skulle.

he has been obliged, han har skulle.

Ann. Den første Person af shall i Præsens, haade i
Singularis og Pluralis, udtrykke blot, disses til-
kommende Handlinger. t. B. I shall go there,
jeg skal gaar der. We shall sail to Morrow, vi
skal sejle i Morgen. Den anden og tredje berimod
udtrykker en Befaling. t. B. thou shalt, he
shall, you shall, they shall obey his Orders, du,
han, I, de skal adlyde hans Befalinger.

5)

Præsens.

Singularis.

I will, jeg

thou wilt, du

he, she, it will, han, hun, det

} vil.

Pluralis.

we

you

they

will.

Bi

I

De

} vil og ville.

Imperfectum.

Singularis.

I would, jeg

thou wouldst, du

he, she, it would, han, hun, det

} vilde.

Pluralis.

we

you

they

would,

Bi

I

De

} vilde.

Alm. For at udtrykke dette Verbums Infinitiv og Particp, maae man benytte sig af Ordet *willing* villig. t. B.

to be willing, at ville.

he has been willing, han har villet.

Præsens.

Singularis.

I may, jeg

thou mayst, du

he, she, it may, han, hun, det

maae.

Pluralis.

we

you

they

Bi

may

De

maae.

Imperfectum.

Singularis.

I might, jeg

thou mightst, du

he, she, it might, han, hun, det

maatte.

Pluralis.

we

you

they

Vi

might

De

maatte.

Alm. Infinitivet og Particpet af dette Verbum kan som oftest udtrykkes ved *allowed*, tilladt. t. B.

to be allowed, at maatte.

he has been allowed, han har maattet (det har været ham tilladt).

Anm. For det danske Ord maae haves endnu det engelske must, som bliver uforanderlig baade i Person og Antal. Det maae mærkes, at May bruges hvor en Handlings Kraft eller Frihed udtrykkes, eller hvor man beder om noget; must derimod, hvor man tilkiendegiver en Handlings Tvang eller Pligt. Saa at may som oftest betyder det danske kan, og must skal. Følgendes Exempler kunne tiene til Dyrkning:

that is a thing, which you may easily do.

Det er en Ting, som de maae (kan) leeteligen gjøre.

You may go there, if you please.

De maae (kan) gaae der, om De behager.

May I have the pleasure to see you with me.

Maae jeg have den Fornøjelse at see Dem hos mig.

He must (shall) die, for the Laws must be obey'd.

Han maae (skal) døe, thi Lovene maae adlydes.

7) Præsens.
Singularis.

I do, jeg	}	glør.
thou dost, du		
he, she, it does, han, hun, det		

Pluralis.

we	}	do,	}	gløre.
you				
they				

Imperfectum.

Singularis.

I did, jeg	}	gjorde.
thou didst, du		
he, she, it did, han, hun, det		

Pluralis.

we	}	did,	Vi	}	gjorde.
you			I		
they			De		

Perfect. dannes af have og Participet done. t. D.

I have done, jeg har gjort.

Plusquamperfectum af I had og done. t. D.

I had done, jeg havde gjort.

Futurum af shall eller will og Infinitivet do. t. D.

I shall (will) do. jeg skal (vil) gjøre.

Infinitiv. to do, at gjøre.

Præter. to have done, at have gjort.

Præsens particip. doing, gjørende.

Præterit. pers. particip. done, gjort.

Naar et af de foregaaende Hjelpeverber ikke benyttes, bruges dette Verbum, naar man spørger om, nægter eller bekræfter Noget, og maae det mærkes, at dette i Konjugationen staaer i det Tempus og Person, som det der handler; Verbumet selv derimod i Infinitiv, og altsaa forandres ikke

Som Spørgemaal:

Do you go out to day?

Gaar De gaae ud i Dag?

Gaar De ud i Dag?

Do you see that house?

Gaar De see det Huus?

Seer De det Huus?

Did you go out yesterday?

Giorde De gaar ud i Gaar?

Gik De ud i Gaar?

Did you see that house?

Giorde De see det Huus?

Saae De det Huus?

Som nægtende:

I do not know him.

Jeg gjør ikke kende ham.

Jeg kender ham ikke.

I did not perceive it.

Jeg gjorde ikke mærke det.

Jeg mærkede det ikke.

Som bekræftende:

Yes certainly he did die.

Ja visseligen døde han.

She does love him.

Hun elsker ham.

Hvad de regelrette Verber angaaer, da anmærkes, i Henseende til deres Tempora, følgende:

Præsens er stedse liig med Infinitivet, og er uforanderligt, undtagen i anden Person i Præsens Singularis, som endes paa st, og den tredje som endes paa s, sieldnere th. I øvrigt maae erindres, som ovenfor er meldt, at Engländerne stundom bruge Hjelpeverbet am og det Verbums Præsens participium, hvorefter der tales, til at udtrykke Præsens indicativus.

t. B. I am reading for I read.

Imperfectum dannes ved at lægge *ed* til **Præsens**, eller om dette endes paa *e*, da blot ved at lægge *et d* til; blot den anden Person i **Singularis** forandres i dets **Conjugation** ved at lægge *st* til; de andre lide ingen Forandring. De Verber, som i **Præsens** endes paa *y*, danne **Imperfectum**, enten ved at slægge et apostroferet *d* til, eller ved at forandre *y* til *ied*. Forresten maae det anmærkes, at dette **Tempus** undertiden, ligesom **Præsens** til en ydermere Bestemmelse af Handlingen, udtrykkes ved *was* og Verberts **Præsens Particip.** *t. D.* *I was walking*, istedet for *I walked*.

Perfectum dannes ved Hjelpeverbet *I have* og det andet Verbums **Supinum**.

Plusquamperfectum dannes ved Hjelpeverbet *I had* og **Supinum**.

Anm. Hjelpeverbet conjungeres blot, **Supinum** bliver uforandret.

Infinitivet har stedse Partikelen *to* foran sig, undtagen efter Hjelpeverberne.

Imperativ er lig **Præsens**.

Futurum dannes med Hjelpeverberne *I shall* eller *will* og Verberts **Infinitiv**.

Participum ere tvende: **Præsens**, der stedse endes paa *ing*, som dannes af **Infinitivet** ved Tilføielsen af dette, og Borttagelsen af *e*, dersom **Infinitivet** endes paa samme. Endes Verbet paa en enkelt Konsonant, fordobles samme, som begging af *to* beg, putting af *to* put. I øvrigt maae anmærkes, at

dette Tempus ofte bruges i Substantivets Sted.
 t. B. I took a walking, jeg tog en Spadsretour.
 he set the watch a going, han satte Uhrer i Gang.
 Det andet Particip eller Supinum endes paa ed.

Paastoum dannes af to be og Verbets Preteritum
 participii.

Exempel paa et regelret Verbum.

Konjugation.

Active.

Præsens.

Singularis.

I love, jeg	} elsker.
thou lovest, du	
he, she, it loves (loveth), han, hun, det *	

* Det danske Ord man kan udtrykkes paa forskjellige
 Maader paa Engelsk. t. B.

1) Ved you. t. B.

From the Hill you may see the House.
 Fra Høien kan man see Huset.

2) Ved it is. t. B.

It is to be observed.
 Man maae anmærke.

3) Ved a person. t. B.

A person vety often is apt to mistake.
 Man er meget ofte tilbøielig til at tage Feil.

4) Ved one. t. B.

One may do it with safety.
 Man kan gjøre det med Sikkerhed.

Pluralis.

we	} love,	Vi	} else.
you		S	
they		De	

Præterit perfect.

Singularis.

I have	} loved,	Ieg	} har elset.
thou hast		du	
he, she, it has (hath)		han, hun, des	

Pluralis.

we	} have loved,	Vi	} have elset.
you		S	
they		De	

Imperfectum.

Singularis.

I loved, Ieg	} elsete.
thou lovedst, du	
he, she, it loved, han, hun, det	

Pluralis.

we	} loved,	Vi	} elsete.
you		S	
they		De	

Det danske Udtryk: der gives, udtrykkes ved det engelske *there is*. t. B.

There are many Kings, who

Der gives mange Konger, som

Plusquamperfectum.

Singularis.

I had,	}	loved,	I eg	}	hadde elsket.
thou hadst.			du		
he, she, it had			han, hun, det		

Pluralis.

we	}	had loved,	Vi	}	hadde elsket.
you			I		
they			De		

Futurum.

Singularis.

I shall (will) love,	I eg skal (vil) elske.
thou shalt (wilt) love,	du skal (vil) elske.
he, she, it shall (will) love,	han, hun, det skal (vil) elske.

Pluralis.

we shall (will)	}	love,	Vi skulle (ville)	}	elske.
you shall (will)			I skulle (ville)		
they shall (will)			De skulle (ville)		

Infinitiv. præsens. to love, at elske.

- - - - **præter.** to have loved, at have elsket.

Imperativ. to love, at elske.

Particip. præsens. loving, elskende.

- - - - **præter.** loved, elsket.

Passiv.

Præsens.

Singularis.

I am	}	leg	}	elſed.
thou art		loved, du		
he, she, it is		han, hun, det		

Pluralis.

we are	}	Vi	}	elſed.
you are		I		
they are		De		

Imperfectum.

Singularis.

I was	}	leg	}	elſepet.
thou waſt		loved, du		
he, ſhe, it was		han, hun, det		

Pluralis.

we were	}	Vi	}	elſepedes.
you were		I		
they were		De		

Præteritum perfectum.

Singularis.

I have been	}	leg	}	har varet elſet.
thou haſt been		loved, du		
he, ſhe, it, has been		han, hun, det		

Pluralis.

we have been	}	Vi	}	have varet elſet.
you have been		I		
they have been		De		

Plusquamperfectum.

Singularis.

I had been	} loved,	jeg	} havde været
thou hadst been		du	
he, she, it, had been		han, hun, det	

Pluralis.

we had been	} loved,	Vi	} havde været
you had been		I	
they had been		De	

Futurum.

Singularis.

I shall (will) be	} loved,	jeg skal (vil)	} elskes.
thou shalt (wilt) be		du skal (vil)	
he, she, it shall (will) be		han, hun, det, skal (vil)	

Infinitiv. to be loved, at elskes.

Num. Mange Verber bruges blot i trede Person. t. B.
it rains, det regner; it blows, det blæser o. s. v.

T a b e l

over de mærkeligste uregelrette Verber.

Præsens.	Imperfectum.	Preterit. partic.
abide, bliver	abode <i>abid</i>	abode, <i>abiden</i>
am, er	was	been
arise, staaer op	arose	arisen
awake, vaagner op	awoke	awaked
bear, bærer	bore	born

Præsens.

Imperfectum.

Preterit. partic.

beat, slaar
become, bliver
befall, møder
beget, avler
begin, begynder
begird, omgiorder
behold, skuer

bend, bøier
bereave, berøver
beseek, besvarger
bid, bieder

bind, bind
bite, bider

bleed, bløder
blefs, velsigner
blow, blæser
break, brækker
breed, ruger over,

søder, opdrager

bring, bringer
build, bygger
burn, brænder
burst, brister
buy, koster
can, kan

beat
became
befell
begot
began
begirt
beheld

bent
bereft
besought
bid
bad

bound
bit

bled
blest
blēw
broke

bred
brought
built
burnt
burst
bought
could

beat
become
befallen
begot
begun
begirt
behold
beholden

bent
bereft

besech'd
bid

bidden
bound

bit
bitten

bled
blest

blown, blew'd
broke, broken

bred

brought

built

burnt

burst, bursten

bought

Præsens.	Imperfectum.	Preterit. partic.
cast, kaster	cast	cast
catch, fanger	caught	caught
chide, fiende paa	chid, chod	chid, chidden
chuse or chuse, vælger	chose, chused	chose
cleave, fløve	clove, cleft, ~~clave~~	cleft, cloyen
cling, flæder ved	clung	clung
cloath, beklæder	clad	clad
come, kommer	came	come
confess, bekender	confest	confest
cost, koster	cost	cost
crack, knager	crackt	crackt
creep, kryber	crept	crept
crow, gæler	crow'd, crew	crown
cut, kærer	cut	cut
dare, tør	durst, dared	dared
deal, handler	dealt	dealt
die, døer	died	dead, died
dig, graver	digged, dug	digged, dug
dip, dypper	dipt	dipt
do, gør	did	done
draw, trækker	drew	drawn
dream, drømmer	dreamt	dreamt
drink, drikker	drunk, drank	drunk, drunken
drive, driver	drove, ~~und~~	drove, driven
dwelt, boer	dwelt	dwelt
eat, æder	eat, ate	eat, eaten
fall, falder	fell	fallen
feed, foder, forer	fed	fed

Præsens.	Imperfectum.	Præterit. partic.
feel, føler	felt	felt
fetch, henter	fetch'd	fetcht
find, finder	found	found
fight, fægter	fought	fought
flee, flyer	fled	fled
flow, flyder	flow'd	flown
fly, flyer	flung	flung
forbear, efterlader	forbore, forbare	forbore, forborn
forbid, forbyder	forbid, forbød	forbid, forbidden
forget, forglemmer	forgot, forgat	forgot, forgotten
forgive, tilgiver	forgave	forgiven
forsake, forlader	forsook	forsook, forsaken
fraight, befragter	fraught	fraught
freeze, fryser	froze	frozen
geld, gilder	gelt, gelded	gelt, gelded
get, vinder, faaer	got	got, gotten
gild, forgylder	gilt, gilded	gilt, gilded
gird, omgiorde	girt, girded	girt, girded
give, giver	gave	given
go, gaaer	went	gone,
grave, indgraver	graved	graven, grav'd
grind, maler Korn	ground	ground
grow, groer, vorer, bliver	grew	grown
hang, hanger	hung, hang'd	hung, hang'd
have, haver	had	had
hear, horer	heard	heard
heave, hæver	hove, heaved	hoven, heav'd
help, hjælper	help'd	helpt, holpen

Præsens.	Imperfectum.	Preterit. partic.
hew, hugger	hewed	hewed, hew'n
hide, skjuler	hid	hid, hidden
hit, bitter	hit	hit
hold, holder	held	held, holden
hurt, beskadiger	hurt	hurt
keep, bevarer	kept	kept
kiss, kysser	kissed	kist
knit, knytter	knit	knit
knock, banker paa	knocked	knockt
know, fiender	knew	known
lade, belader	laded	laded, laden
lay, lægger	laid	laid
lead, leder	led	led
lean, læner mig ved	leant	leant
leap, hopper	lept, leapt	lept
learn, lærer til mig	learnt	learnt
leave, lader	left	left
lend, låner	lent	lent
let, lader	let	let
lie, lye *, ligger	~~laid~~ <i>lay</i>	lain, lay'n
lift, løfter	lift	lift
light, antænder	lit	lit
load, belader	loaded	loaded, loaden, laden
lose **, taber	lost	lost
make, gjør	made	made.

* Men to lye, at svure, er regular.

** Men to loose, at opløse, er regular.

Præsens.	Imperfectum.	Præterit. partik.
may, maae	might	
mean, mener	meant ^e	meant
meet, møder	met	met
mils, wister, savner	mist	mist, misted
mix, blander	mixt ^e	mixt
mow, meier af	mowed ^e	mowed, mown
must, maae, skal	must	
need, behøver	needed, ned	
overcome, overvinde	overcame	overcome
pass, gaaer forbi	past	past, passed
patch, flisser	patcht	patcht
pay, betaler	paid	paid
pen, indsperrer	pent	pent
pitch, tæller	pitcht	pitcht, pitched
press, trykker	prest	prest
put, sætter, lægger	put	put
quoth, siger	quoth	
reach, rækker	reach'd, raught	reach'd, raught
read, læser	read	read
reap, høster	reapt	reapt
rend, river i Stykker	rent	rent
rid, befrier	rid	rid
ride, rider, sæter	rode, <i>rid</i>	<i>rode</i> <i>ridde</i>
ring, ringer	rung, rang	rung
rise, staaer op	rose	risen
rive, river, fløer i	rove	ripen
<i>Stykker</i>		
rot, raabner	rotted	rot, rotted, rotten

Præsens.	Imperfectum.	Præterit. partic.
run, løber	run, ran	ran
say, siger	said	said
see, seer	saw	seen
seek, søger	sought	sought
seeth, syder	sod	sod
sell, sælger	sold	sold
send, sender	sent	sent
set, sætter	set	set
shake, ryster	shook	shook, shaken
shave, rager, skærer	shaved	shaven
shall, skal	should	
shed, udsæter	shed	shed
shend, skænder	shent	shent
shear, skærer, shore, shear'd	shore, shorn, sheared	
slipper af		
shew, show, viser	shew'd, show'd	shew'd, shewn, show'd, shown
shine, skinner	shon, shin'd	shone
shred, skærer smaat	shred	shred
shoe, skoer (en Hest)	shod, shoed	shoed
shoot, skyder	shot	shot
shrink, krymper	shrunk, shrank	shrunk
sawmen		
shrive, skifter	shrove	shrive, shrift
shut, lukker til	shut	shut
sing, synger	sung, sang	sung
sink, synker	sunk, sank	sunk
sit, sidder	sat, sate	sat, sate

Præsens.	Imperfectum.	Præterit. parti-
slay, slaer	slew	slain
sleep, sover	slept	slept
slide, glider	slid, slided	slid, slidden
sling, slynger	slung, slang	slung
slink, sniger mig bort	slunk	slunk
slip, slipper, undkommer	slipt	slipt
slit, fløyer	slit	slit
smart, smertes	smart	smart
smell, lugter	smelt	smelt
smite, smitter	smot, smit	smot, smit
snow, sneer	snew, snow'd	snow'd, snow'n
speak, taler	spoke, spake	spoke
speed, haster	sped	sped
spend, forøder	spent	spent
spell, staver	spelt	spelt
spill, spiller	spilt	spilt
spin, spinder	spun, span	spun
spit, spytter	spit, spat	spit, spitten
split, splitter	split	split
spread, spreder ud	spread	spread, spread
spring, udspringer	sprung, sprang	sprung, sprang
stand, staer	stood	stood
steal, stæler	stole	stole, stolen
stick, stikker	stuck, stack	stuck
sting, stikker	stung, stang	stung
stink, stinker	stunk, stank	stunk
stride, strider	strid, strod	stridden
strike, slaer	struck	struck, stricken

steal

	Præsens.	Imperfectum.	Preterit. partic.
part	string, træffer til-	strung	strung
	sammen		
en	strip, træffer ud	stript	stript
	strive, stræber	strove	strove, striven
	swear, sværger	swore, sware	sworn
	sweat, sveder	sweat	sweat
	sweep, feler	swept	swept
	swell, opsvulner	swelled	swelled, swollen
	swim, svømmer	swam	swum
it	swing, svinger	swung, swang	swung
ow'n	take, tager	took	taken
	teach, lærer andre	taught	taught
	tear, river i Stykker	tore	torn
	tell, fortæller	told	told
	think, tænker	thought	thought
	thrive, trives	throve, thrived	throve, thriven
	throw, kaster	threw	thrown
en	thrust, støder	thrust	thrust
	tip, beslaaner	tipt	tipt
ed	toss, støder	tost	tost
rang	tread, træder	trod	trod, trodden
	trip, snubler	tript	tript
en	understand, for-	understood	understood
	snaer		
	wake, waken, ~~wag-~~	woked, waked	awake, opvaft
	~~ner op~~		
n	wear, bærer	wore	worn
icken	weave, væver	wove	weaved, woven

Præsens.	Imperfectum.	Præterit. part.
weep, græder	wept	wept
whip, pidsker	whipt	whipt
wind, vinder	wound	wound
will, vil	would	
win, vinder	won, wan	won
with draw, trække sig tilbage	v. draw	
with hold, holde tilbage	v. hold	
work, virker	worked, wrought	work'd wrought
worship, dyrker	worshipt.	worshipt
wot, veed	wist	wist
wring, vrider	wrung	wrung
write, skriver	wrote, writ	wrote, writ, te

Niende Kapitel.

Om Adverbier.

Adverbier kaldes de Ord, der tilføies andre Ord, at forklare en eller anden Omstændighed ved disse. Disse Dannelsse mærkes:

- 1) Adjektiver, der endes paa t, danne deres Adverb ved at tilføie et ly til. s. B.

short, shortly. last, lastly.
fort, forteligen. sidst, sidstleden.

De Adjektiver, som endes paa le, forandre e til y.
t. B.

humble, humbly. noble, nobly.
ydmyg, ydmygen. adél, adelt.

De Adjektiver, som endes paa ly eller ry, blive de
samme, naar de bruges som Adverbier. t. B.

lovely. friendly.
elskelig. venlig.

Anm. Undertiden bruges Adverbiet i Adjektivets Sted.
t. B.

the now King of England.
den nu værende Konge af England.

Ligeledes ofte omvendt, Adjektivet i Adverbiets
Sted. t. B.

he speaks too low (for lowly)
han taler for sagte

Nogle Adverbier, i Særdeleshed de som udtrykke
en Art og Maade, kompareres som Adjektiver. en-
ten ved Tilføjelsen af er og est, eller ved at sætte
more og most foran. Denne sidste Maade er dog
den meest brugelige, undtagen ved soon snart,
som har sooner snarere, og soonest snarest.

Nogle ere gandske forskellige i Komparativ og
Superlativ. t. B.

Positiv.	Komparativ.	Superlativ.
well, vel	better	best
ill, slet	worse	worst
much, meget	more	most
little, lidt	less	least

Undertiden tilføies ogsaa et Adverb et andet
t. D.

very much much too little
sarbeles meget meget for lidt

De mærkeligste Adverbier ere følgende:

where, hvor	above, oven over	
whither, hvorhen	below, }	underneben
somewhere, nogensteds	beneath, }	
nowhere, ingensteds	aside, mod Siden	
anywhere, overalt	before, foran	
wherever, hvorsofthelst	behind, bag ved	
from whence, hvorfra	upwards, opad	
here, her	downwards, nedad	
hither, herhen	forwards, fremad	
from hence, herfra	backwards, tilbage	
there, der	round about, rundt om	
thither, derhen	East }	Østen
from thence, derfra	South }	Syden
abroad, ude	West }	Vesten
within, inde	North }	Norden
without, uden	home, hjem	
far off, langt borte	at home, hjemme	
near by, }	homewards, hjemad	
close by, }	out }	ud }
hard by, }	in }	ind }
when, naar	to and fro', til og fra	
whenever, }	before, for	
when ever. }	after, efter	

anden, da	not yet, ikke endnu
ow, nu	formerly, tilforn
ow a days, nu til Dags	alternately, vekselvis
o day, i Dag	henceforth, i Fremtiden
esterday, i Gaar	hitherto, hidindtil
he day before yesterday,	hereafter, herefter
i Overgaars	
o morrow, i Morgen	by degrees, lidt efter lidt
he day after to morrow,	ever, altid, nogensinde
i Overmorgen	
st night, i Aftes	never, aldrig
he other day, herforgang-	seldom, sielden
gen Dag	
mediately, strax (umiddel-	often, ofte
bar)	
irectly, } strax	sometimes, undertiden
resently, }	since, }
y and by, om lidt	ago, } siden
uickly, hurtig	again, igjen
owly, langsomt, sagte	too, for
ortly, forteligen	too late, for sildig
ately, }	too soon, for tidlig
f late, } sildigen	
arly, tidlig	still, }
	yet, } endnu (dog)
oon, snart	till, }
	untill, } indtil
ready, allerede	to be sure, uden Tvivl

once, engang	good, } gode
twice, to Gange	well, }
trice, tre Gange	better, bedre
fourtimes, fire Gange	best, bedst
five times, fem Gange o. s. v.	bad, } ond
	ill, }
at least, i det mindste	worse, værre
at last, til sidst	worst, værst
much, meget	otherwise, anderledes
more, mere	on a sudden } pludselig
most, mest	suddenly }
little, lidt	in a hurry } i Hast
less, mindre	in a haste }
least, mindst	at random, i Stæng
but, ikkun (men)	on purpose, med Forsæt
almost, meest (næsten)	in vain, forgæves
enough, nok	by water, til Vands
sufficiently, tilstrækkelig	by Land, til Lands
only, alene	on foot, til Fods
as much as, saa meget som	on horseback, til Hest
entirely, ganske	accidentally } tilfældigvis
likewise, ligeledes	by chance }
	hardly, } neppe
thus, saaledes	scarcely, }
	gently, } lempelig
looker (look you), see	softly, }
if, dersom	by force, med Magt
perhaps, maaskee	very much, saare meget
above, oven over	of, af

may be, kan være	quite, ganske
scarce, neppe	no, nei
hardly, vanskelig	not at all, aldeles ikke
probably, formodentlig	or, eller
now, hvorledes	together, tilfammen
why, hvorfor	jointly, foreenet
yes, ja	a sunder, adskilt
indeed, } sandelig	distinctly, } forskielligt
truly, }	separately, }
certainly, } visst	rather, heller
surely, }	above all, fremfor alt
by all means, i alle Maader	especially, særdeles
by no means, paa ingen	by degrees, efterhaanden
Maade	at last, }
at last, }	lastly, } tilsidst
at length, }	at length, }
in short, kort	

Tiende Kapitel.

Om Propositionerne.

Proposition kaldes det Ord, som i Sættelighed sættes foran Substantiver og Adjektiver, for saavel at forbinde dem med andre Ord, som for at forklare en vis Betskænhed. De vigtigste af disse ere følgende:

about, om, omkring	on, }	paa
according, }	to, i Følge	upon, }
agreeable, }		
after, efter	over, over	
among, iblandt	through, igennem	
at, paa, hos	to, til	
behind, bagved	toward, }	henimod
before, foran	towards, }	
below, }	under, under	
beneath, }	unto, til	
besides, foruden	with, med, hos	
between, }	within, inden, indenfor	
betwixt, }	without, uden, udenfor	
beyond, paa hiin Side	for, for, thi	
by, ved, hos	instead of, i Steden for	
from, fra	in, udi	
into, ind i		

Anm. Propositionerne staae ikke blot særskilte, men føies ogsaa til Substantiverne og Verberne. t. B. outside, Udside; outly, udslyve. Saaledes bestemmer ofte Prepositionen visse Verbers Betydning. t. B. to wait for one, at bide paa en; to wait upon one, at giøre en sin Opvartning. Saaledes siger man end videre; to look for, at see efter; insist on, paaatage; approve of, biesalde; agree to, give sit Samtykke. Bogsstavet a bruges ogsaa foran Præsens, Participier og Substantiver, som Preposition, istedet for at eller of. t. B. I am a-going, jeg er færdig at gaae; I'll go a-fishing, jeg vil gaae for at fiske; he is a-Bed still, han er i Seng endnu.

Elleste Kapitel.

Om Konjunktionerne.

De Ord, hvorved een eller flere Sætninger søles tilfammen, kaldes Konjunktioner. Af disse ere de vigtigste:

and, og	yet, dog, endnu
also, } ogsaa	although, } omend
too, *	though, } ligesom
even, endogsaa	however, dog, alligevel
either; enten	notwithstanding, uagtet
or, eller	moreover, desuden
neither, hverken	nevertheless, ikke desto
	mindre
nor, heller	unless, med mindre
because, fordi	as, } saa, som
since, siden (fordi)	so, }
that, at (paa det at)	wiz (vide licet) } nemlig
then, da	to wit

* Man erindre sig, at too betyder ogsaa for. t. N.
too great, for stor; too small, for liden.

but, * men

lest that, at less
provided, forudsat

Anm. Konjunktionerne if, unless, though, provided,
lest styte Konjunktiv. 1. B.

if so it be

unless he be in want

om det er saaledes

med mindre han er i Mangel

Tosyde Kapitel.

Om Interjektioner.

Uf Interjektionerne eller Udraabs. Ordene, hvoraf Engellænderne have mange, tilfælles med de Danske, hvilke ikke anføres her, ere de følgende Sproget og Nationen færegne:

Pish	} ere foragtelles	come on, velan
Pshaw		done, top

Fugh	} der ubehagelige	keep your distance, tre
Fudge		eller Uæfthed for
	en Ting	Skridt fra Livet

alas	} desværre, af	Sounds (God's wounds)	} usqn
alack, a-day		S'Death (God's Death)	
Hey-Day, Ei ja		S'Bud (God's Blood)	

* Naar but staaer i Begyndelsen af en Periode, betyder det stedse men; i Midten som oftest derimod i kum eller uden.

bless me, <i>hvar's</i>	harkee, <i>her engang</i>
huzza, <i>Hutta</i>	lookee, <i>see engang</i>
prithes } <i>jeg beder</i>	hush
pray } <i>jeg beder</i>	silence } <i>tys</i>
take care } <i>tag Dem</i>	be quiet
have a care } <i>i Agt</i>	Halloah, <i>Holla</i>
be on your guard	

Anm. I Henseende til nogle i Taler ofte forekom-
mende Ord eller Udtryk, der vel ikke ere Inter-
jektioner, men dog meest passende kunne anses
under denne Afdeeling, ere følgende vigtige at
erindre;

Engelenderne betiene sig ikke, som de Danske,
af de Ord hvad behager eller hvad befaler
som Sprogmaal; han bruger blot Ordet Sir? til
Mandsfolk, og Madam? til Fruentimmer.

Ordet pray bruges som ofte for det danske maae
jeg spørge; ligesom man ogsaa siger: I will
thank eller trouble you for that, hvor de Danske
bruge; maae jeg bede Dem om, at give
mig det.

Sir bruges i Taler til enhver; derimod benyt-
ter man sig af Ordet Master *, naar man taler
om En.

Miss (Jomfrue) bruges i Taler om et ugift og
Mistress om et gift Fruentimmer. I Taler til
dem derimod kaldes saavel hiin som denne Madam.
Engelsmanden kalder hielden sin Kone my Wife,
men derimod Mistress med Tilføielsen af Navnet;
ligesom ogsaa Konen hielden siger my Husband

(aldrig my Man, thi dette betyder en Karl eller
Tjener), men Master og hans Navn.

How do you do Sir? hvorledes befinder
De Dem min Herre? I hope you are well,
jeg haaber De er vel; I am glad (happy)
to see you, det glæder (gør mig lykkelig)
at see Dem, ere Hilsens Udtrykke, som Eng-
lænderne bruge i Talsalen til hinanden, og som
øftest af begge paa eengang udtales naar man mø-
der hinanden.

I beg you (eller your) Pardon, jeg beder
Dem om Forladelse; hvorefter jevnlig følger
do not mention it; tal ikke derom, eller
never mind, det siger intet. I give you
eller wish you joy, jeg ønsker Dem til
Lykke. I am glad of it, det glæder mig.
I am sorry for it, det gør mig Ondt.

Som et Nationen særegent Udtryk kan man og-
saa anmærke: excuse my Glove, undskyld min
Handstykke. Engellænderne nemlig, der ikke kiende
den Skik, at to Mandfolk kysse hinanden, rakte
hinanden gemeentligen Haanden, som man ryster
(shake Hands), og ansee det for uhøfligt at kyde
hinanden Haanden med Handstikken paa. I det Til-
fælde altsaa, at denne ikke aftages, bruges oven-
meldte Udtryk.

Will you take a Pot luck with me (luck of the Pot,
Portenslykke), vil De tage til Lasse hos
mig med hvad Huset formaaer; will you
drink a Glass of Wine with me? vil De drikke
et Glas Wiin med mig? er et Udtryk, som
øfte bruges af Engellænderne naar de vill vise de-
res Agtelse, og Onske til at indlade sig i nøiere
Bekendtskab med den Person, som det siges til.

Trettende Kapitel.

Om Ordenes Dannelse, Sammensætning og Orden.

Mange Substantiver og Adjektiver danne deres Verber uden mindste Forandring. t. D.

a fight, to fight *; a house, to house;
en Fægthing, at fægte; et Huus, at huse,
further, to farther.
videre, at fremme.

Nogle føie en til. t. D.

Length, to lengthen; short, to shorten;
Længde, at forlænge; kort, at forkorte;
soft, to soften.
blød, at blødgøre.

Der gives ogsaa Infinitiver, der danne deres Substantiver ved Tilføielsen af Stavelsen er. t. D.

to read, a reader; to swim, a swimmer.
at læse, en Læser; at svømme, en Svømmer.

* Ved to fight forstaaes Fædse, at fægte eller kæmpe for Alvor, ved fence derimod at fægte med Floretter.

Denne Maade bruges ogsaa undertiden til at danne et Substantiv af et andet. t. B.

a Hat, a Hatter; a Garden, a Gardener.
en Hat, en Hattemager; en Hauge, en Gartner.

Ved at tilføie Substantivet et y, ly eller ish, dannes et Adjektiv, der tilkiendegiver deels en Mængde, deels Etendom. Dette y svarer til vor danske i g, lige som ly til vort i g, og ish til vort i sk. t. B.

Might, mighty; Wit, witty; Water, watery;
Magt, mægtig; Vid, vittig; Vand, vandagtig;
Man, manly; Love, lovely; a Fool, foolish.
Mand, mandlig; Elskov, elskelig; en Nar, narvisk.

Ligeledes dannes Adjektiver, der tilkiendegive en Overflødighed, af Substantiver ved at tilføie full. t. B.

Fruit, fruitful; Use, useful; delight, delightful;
Frugt, frugtbar; Nytte, nyttig; Fornøielse, fornøielig.

Det samme, stændt tilkiendegivende Tingen i mindre Grad, skeer ved at danne Adjektivet af dets Substantiv ved Tilføielsen af some. Som:

Trouble, troublesome; Labour, laboursome.
Møie, møisommelig; Arbeid, arbeidsom.

Dannes derimod Adjektiver af Substantiver ved at tilføie less, tilkiendegiver det en Mangel. t. B.

Worth, worthless; Joy, joyless.

Uværdig, uvidrig; Glæde, glædeløs.

Vil man udtrykke det Modsatte eller en Mangel af Adjektivets egentlige Betydning, da bruges ofte un foran de Adjektiver, der ere sande engelske Ord, og in foran de, der stamme fra det latinske Sprog. t. V.

pleasant, unpleasant; wise, unwise;

behagelig, ubehagelig; vis, uvis;

discreet, indiscreet.

beskeden, ubeskeden.

Tilfættninger af Partiklerne dis og mis udtrykke næsten det samme som un; dog udtrykker dis mere det Modsatte af Ordets oprindelige Bemærkelse end nogen Berøvelse eller Mangel. mis derimod udtrykker snarere en Feil. t. V.

to like, to dislike; to honour, to dishonour;

at lide, at have Uvillie til; at hædre, at ringeagte;

to take, to mistake; to use, to misuse.

at tage, at tage Feil; at bruge, at misbruge.

Al Adjektiver, der endes paa ful, lesh og ous, dannes ogsaa Substantiver, ved Tilføielsen af ness. t. V.

careful, carefulness; foolish, foolishness.

omhyggelig, Omhyggelighed; daarlig, Daarlighed.

Undertiden tilføies ogsaa Substantiverne head eller hood, som svare til det danske hed. t. V.

Godhead.

Manhood.

Guddom.

Mandslighed.

I Henseende til Syntaxen, eller Ordenes Sammenføjning i Almindelighed, er Konstruktionen i det engelske Sprog saa naturlig, simpel og tildeels overensstemmende med det danske, at Regler derfor ere overflødige, da det letteligen læres ved den blotte Øvelse. I de fleste nyere engelske Grammatiker udelades ogsaa denne.



F r a g m e n t s
o f
V o y a g e s
u n d e r t a k e n
b y
British Navigators
f o r
Making Discoveries in the Southern Hemisphere.

Lord Anson's Voyage pag 105.
Commodore Byron's - - 213.

THE BRITISH NAVIGATORS

V O Y A G E S

UNDER TAKEN

BRITISH NAVIGATORS

MAKING DISCOVERIES IN THE EASTERN HEMISPHERE

LORD ALMOND'S VOYAGE TO THE
COAST OF AFRICA

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P r e f a c e.

In Order to furnish the Reader with a brief Sketch of nautical Discoveries from the earliest times down to the present; it was my original design to have given a circumstantial and chronological Account of all the Voyages undertaken for that Purpose; but, as several of these have never been published, and others are not to be procured in this Country, I have been obliged to depart from my first Plan, and thus content myself with submitting to the Reader as faithful an Account of all the Voyages round the World and to the Southern Hemisphere as I have been able to collect — I say, round the World and to the Southern Hemisphere; for, I deliberately excluded those, the Object of which was merely limited

to a particular Country, as less interesting than the former; for Instance *Fleurieu's*, *Borda's*, *Phipp's*, *Phillip's*, *Wilson's* &c. &c.

The Accounts which I have related, are partly taken from the *Introduction to Cook's first Voyage* (Dublin 8vo. 1784), partly from the *Preface to Büsching's Erdbeschreibung*, *Zack's geographische Ephemeriden*, *Millot's Verdens Historie*, *Forster's Geschichte der Reisen* &c. and partly extracted by my self from the original Journals afterwards mentioned.

1519.
Magel-
haens.

The first who crossed the vast Pacific Ocean was *Ferdinand Magelhaens*; who, in the service of Spain, sailed from Seville with five Ships on the 10th of April 1519. He discovered the Straits which bear his Name; and having passed through them on the 27th of November 1520, entered the south Pacific Ocean. In this Sea he discovered two Islands, the Situation of which is not well known. He afterwards crossed the line, discovered the *Ladrone Islands* and then proceeded to the *Phillipines*, in one of which he was unfortunately killed in a Skirmish with the Natives.

esting His Ship, called the *Victory*, was the first
 that circumnavigated the Globe and the only
 one of his Squadron that surmounted the Dan-
 gers and Distress which attended his Heroic
 Enterprize. She returned to Sevilla the 7th of
 from Septbr. 1522, was taken on shore and preser-
 ved as an Object of Curiosity.

1577 the 13th of December (according to
 others November) Francis Drake left Plymouth
 with five Ships and after having circumnavi-
 gated the World returned with his own vessel
 the 16th of Septbr. 1580; the other four being
 lost on the Voyage. There is no circumstan-
 ce or certain Account of the discoveries
 made by this Navigator. Queen Elisabeth
 was so pleased with the Account he gave of
 his Voyage, that she did him the Honor of
 joining on board his Vessel the *Pelican*, which
 he that of Magellhaens was afterwards taken
 on shore at Deptford and preserved.

1577.
 Drake.

He Thomas Cavendish (alias Candish) sailed
 with 3 Ships from Plymouth the 21st of July
 1580 and returned on the 16th of Septbr. 1586
 with two of them. It does not appear that
 any important Discoveries were made on this

1580.
 Caven-
 dish.

Voyage. — During the space of Time from Magelhaens down to the Year 1595 several Voyages from America to the Westward were undertaken by the Spaniards; but the Accounts of these Expeditions are not handed down to posterity with much precision. We know however in General, that, new Guinea, Salamon's Islands and several others were discovered. As to Salamon's Islands, Geographers differ widely with respect to their position. The most probable opinion is that they constitute the cluster of Islands since called New Brittain, New Ireland &c.

1594.
Sir Rich.
Hawkins

Sir Richard Hawkins being in the Year 1594 about fifty Leagues to the Eastward of the River Plate, was driven by a Storm from his intended Course, and when the Weather grew moderate, steering towards the Strait of Magelhaens, he unexpectedly fell in with a land, which he called Hawkin's Maiden Land. A hundred Years afterwards John Strong passed thro' the Strait which divides the Eastern from the Western of these Islands, to which Strait he gave the Name of Falkland's Sound.

On the 9th of April 1595 Alvaro Mendana^{1595.} Mendana
de Neyra sailed from Calao with four Ships^{Mendana} de Neyra
in order to make new discoveries and settle
the true position of the above mentioned Is-
lands. He discovered the Marquesas, the Is-
land of St. Bernardo, (probably the same
which Byron afterwards called the Island of
Solitary Island and lastly Santa
Cruz (which is undoubtedly the same which
Barteret calls Egmont Island). On this Isle,
Mendana and many of his companions died,
and the shattered Remains of the Squadron
were conducted to Manilla by Pedro Fernan-
Yez de Quiros.

1598 the 13th of July Oliver de Noort^{1598.} Noort.
from Rotterdam with four Vessels, sailed through
the Straits of Magelhaens along the Western
coast of America and returned by the Way
of the Cape of Good Hope to Europe in the
Year 1601 having lost three of his Vessels on
the Voyage, without having made any im-
portant Discoveries.

1605 the 21st of December, a Squadron^{1605.} Torres
consisting of two Ships and a tender was fit-^{and}
ed out, by the Spaniards. The Vessels were^{Quiros.}

commanded by Luis Paz de Torres and Quiros as Chief Pilot. Their sole View was to discover a southern continent — indeed Quiros seems to be the first who ever had any Idea of it's Existence. The Ships left Callao and steering W. S. W. on the 26th of January 1606 discovered two Islands in the Latitude of 25° South, probably the same which Carteret afterwards called Pittcairn's Islands. On leaving the Bay of St. Phillip & Jago the vessels parted company. Quiros with the Capitana stood to the North and returned to new Spain after having suffered greatly for Want of Provisions and Water. Torres with the Almiranta and the tender steered to the West and seems to have been the first who sailed between New Holland and New Guinea.

1614.
Spielberg.

George Spielberg (alias Spilbergen) left Seeland the 8th of August 1614 with six Vessels, two of which were lost before he reached the Straits of Magelhaens thro' which he passed with the remaining four, exploring the Coasts of Peru and Mexico, tho' without making any new discoveries. He returned with two Vessels by the Way of the Cape of

Quilgood Hope and arrived in Holland the 1st of July 1617.

The next Attempt at discovery in the South Pacific Ocean, was conducted by Le Maire and Schouten — They sailed from the Texel on the 14th of July 1615 with the Ships Concord and Horn. The latter was burnt by accident in Port Desire. With the other they discovered the Strait that bears the Name of Le Maire, and were the first who ever entered the Pacific Ocean by the Way of Cape Horn. After having discovered a Number of hitherto unknown Islands, for Instance the Island of Dogs, Waterland, Traitor's, Cocos and Horn Island &c, they coasted the north side of New Brittain and New Guinea and arrived at Batavia in October 1616; where they were made Prisoners by George Spielberg and sent on board an homeward bound East-Indie Man. Le Maire died on the Passage, but Schouten arrived in Europe and published an account of their important discoveries.

1623, the 29th of April the Dutch Admirals Jac. L'Hermite and John Hugh Schapenham.

penham left Holland with 10 Ships and, having circumnavigated the Globe, returned the 27th of May 1626. The principal Object of their Voyage was to conquer Peru and having laid waste the Coasts of Peru and Chili they crossed the Pacific Ocean and returned by the Way of the Cape of good Hope. No new discoveries were made on this Voyage. L'Hermite died before he came to Europe and his Vessel was the only one of the whole Fleet that returned.

1642.
Tasman.

1642 Tasman sailed from Batavia with two Ships belonging to the Dutch East India Company and discovered van Diemens Land, the western Coast of New Zealand, the friendly and Prince William's Islands.

1675.
LaRoche.

La Roche on his Return from the Pacific Ocean fell in with an unknown Coast, afterwards discovered and explored by Capt. Cook and called the Island of New Georgia — leaving this Island, La Roche in the latitude 45° South, discovered another Large Island with a good Port, the Name of which is not mentioned.

In the Year 1683 Capt. Cowley left Vir- 1683.
ginia, crossed the Pacific Ocean, and as it Cowley.
appears without making any Discoveries, he
returned by the Way of the Cape of Good
Hope in the Month of October 1686.

From the Year 1683 to 1699 Dampier cir- 1683.
cumnavigated the Globe several times. He Dampier
explored the Coast of Van Diemens Land
and New Guinea, discovered afterwards the
Passage by New Brittain which was called
by his Name — and coasting New Guinea
returned to Timor in the Year 1699.

In 1699 the celebrated Astronomer Halley 1699.
was appointed Commander of the Para- Halley.
mour Pink, on an Expedition for improving
the knowledge of Longitude, the Variation
of the Compass, and for examining the un-
known lands supposed to exist in the southern
Part of the Atlantic Ocean. In this Voyage
he determined the Longitude of several Pla-
ces; and after his Return constructed his Va-
riation Chart and proposed a new Method
of observing the Longitude at Sea. His at-
tempts however to discover a southern conti-
nent were unsuccesfull.

1708. *Of the five following Voyages viz Edward*
 Edward *Cook's in the Years 1708, 9, 10, 11, Rogers*
 Cook, *in the same Years, D'Esboys in the Years*
 1708. *1711, 1711 & 12, Le Gentil's in 1714, 15, 16, 17*
 Roger. *and 18 together with Clipperton's and Shel-*
 1711. *voke's during the Years 1719, 20, 21 and 22,*
 d'Esboys *we have but short and indifferent Accounts;*
 1714. *some of the particulars related in the latter*
 LeGentil *are exaggerated in the highest Degree nor*
 1719. *were these Voyages attended with any Be-*
 Clipper- *nefit to Geography or any other Science as*
 ton and *they made very few important or new Dis-*
 Shelvocke *coveries.*

1721. *The Dutch in 1721 fitted out three Ships*
 Rogge- *to make Discoveries in the South Pacific*
 wein. *Ocean under the Command of Admiral Rog-*
gewein. He left the Texel on the 21st of Au-
gust and arriving in that Ocean by sailing
round Cape Horn discovered among others
Easter Island, Beaumen's and Single Island
(Navigators Island) — He returned in the
Year 1723.

1738. *In the Year 1738 the French sent Lozier*
 Bouvet. *Bouvet with two Ships the Eagle and Mary,*
to make Discoveries in the South Atlantic

Ocean. Being in the Latitude of 54° South, Longitude 11° East he discovered Land, or what he judged to be Land, but Capt. Cook having in his first Voyage passed over the identical Spot without seeing Land or discovering any Appearance thereof for several Miles in Circumference, it is probable that what Bouvet saw, was nothing more than a large Ice Island. From hence he stood to the East ward the one Vessel steered for Mauritius and the other returned to France.

The War between England and Spain having broke out in the Year 1740, an Expedition against the spanish settlements on the Western Coast of America and the South Sea, was resolved upon by the English Government; a Fleet accordingly, was fitted out, consisting of five Men of War and two victualling Ships under the Command of George Anson Esq. Commodore. He weighed Anchor the 18th of September 1740, doubled Cape Horn where he met with a severe Storm and boisterous Weather and entered the Pacific Ocean. Here he ranged along the Western Coast of America, and after having

1740.
George
Anson.

annoyed the Enemy, by destroying a Number of their Vessels, and taking several Cities, his whole Fleet was, by various Disasters, reduced to one single Man of War, viz his own Vessel the Centurion, with which he engaged and took the rich spanish Galleon Nostra Signora de Cabadonga; he then proceeded to China and returned to Europe in the Year 1744 by the Way of the Cape of Good Hope, after an Absence of four Years.

1741.
Middle-
ton.

Captain Middleton in his Majesty's Ship the Furnace & the Discovery Pink, left England in Order to discover a North West Passage. Returned in 1742.

1746.
Smith
and
Moore.

Captains Smith & Moore in the Ship Dobbs and California, fitted out by Subscription, left England in 1746 on a Voyage of Discovery. Returned in 1747.

1764.
Byron.

Commodore Byron having under his Command the Dolphin and the Tamar sailed from the Downs on the 21st of Juny 1764 and having entered the Pacific Ocean through the Straits of Magelhaens he discovered the following Islands, Disappointment, George Prince of Wales, York, and Byron together

with the *Isles of Danger*; and returned to England in the Year 1766.

Capt. Wallis and Capt. Carteret left England in the Year 1766. Capt. Wallis directed his Course more westerly than any other Navigator had done before him in so high a Latitude, but met with no land till he arrived within the Tropic, where he discovered the Islands *Whitsunday*; *Queen Charlotte* — *Egmont* — *Duke of Gloucester* — *Duke of Cumberland* — *Maitea* — *Otaheite* — *Eimeo* — *Tapamanou* — *How* — *Sally* — *Boscawen* — *Keppel* and *Wallis*; and returned to England in May 1768. His Companion Capt. Carteret kept a different Course in which he discovered the Islands *Osnabrüg* — *Gloucester* — *Queen Charlotte's* — *Carteret's* — *Gower's* and the Strait between *New Brittain* and *New Ireland* and returned to England in March 1769.

1766.
Wallis
and
Carteret

In November 1766 *Commodore Bougainville* sailed from France in the Frigate *La Bondeuse* with the store Ship *L'Etoile*. After spending some time on the Coast of Brazil and at *Falkland's Island*, he arrived in the

1766.
Bougainville.

Pacific Ocean by the Straits of Magellhaens in January 1768. In this Ocean he discovered the four Facardines — the Isle of Lancers and Harpe Island (afterwards called Lagoon Island) Thrump Cap and Bow Island. About twenty Leagues farther to the West he discovered four other Islands — afterwards fell in with Maitea — Otaheite — Isles of Navigators and forlorn Hope, which to him were new Discoveries. He then passed through between the Hebrides, discovered the Shoal of Diana and some others, the Land of Cape Deliverance — several Islands more to the North, passed to the North of New Ireland, touched at Batavia and arrived in France in the Month of March 1769.

1768.
James
Cook's
first
Voyage.

The Year 1769 being rendered remarkable by the Transit of the Planet Venus over the Sun's Disk (a Phenomenon of great importance to Astronomy) the royal Society of Arts and Sciences in London presented a Memorial to the King of England, setting forth the valuable Advantages that would be derived from accurate Observations of this Event in different parts of the World, particularly in

a Southern latitude between the 140th and
 180th Degree of longitude west from the Ob-
 servatory at Greenwich. In consequence of
 this Memorial, a Ship (the Endeavour) was
 fitted out and Lieutenant James Cook appoin-
 ted Commander; Mr. Banks and Doctor Sol-
 lander, two Gentlemen distinguished in the
 learned World, accompanied our Navigator.
 Capt. Wallis who at that time had returned
 from his Voyage round the World proposed
 the Island of Otaheite as the most proper Place
 of observation which was fixed upon by the
 board of Sciences. But this was not the sole
 Object of the Voyage — Cook was ordered
 to explore the Pacific Ocean and make Dis-
 coveries. He left England on the 26th of
 August 1768. Instead of going through the
 Straits of Magelhaens as the late Navigators
 had done — Cook being above the common
 prejudices preferred doubling Cape Horn
 which since the Voyage of Anson had been loo-
 ked upon with Fear and terror by all Mari-
 ners. He approached the south-Pole — but
 was prevented from a further Examination
 by the shortness of the time left him to arrive

at Otaheita at the proper time fixed for the Observation. On his passage to that Island he steered a different Course from all Navigators, proved the falsity of the supposed Existence of several Islands, laid down on the Maps by different Geographers — and arrived at Otaheita the 13th of April 1769 whence he departed the 13th of July, having carefully observed the Transit of the Planet and enriched Geography, Astronomy and natural history by many new and valuable additions, and steered to the southward in Order to discover the supposed southern Continent — but having proceeded as far as 40° South without seeing any land and his Vessel not being in a Condition to combat with the boisterous Seas and Islands of Ice he met with, our Navigator steered a westerly Course and explored the Coasts of New Zealand land which had not been visited since its first Discovery by Tasman. Cook by his indefatigable labours removed the opinion of it's being a part of the southern Continent and proved it to be two large Islands between which he sailed and gave the Passage the

on the Name of Cook's Straits. During this Voyage
 land he likewise discovered and explored the
 Nav whole eastern Coast of New Holland, exami-
 posed the nature of the soil, and added 300
 wn new Species of Plants to Botany, at a place
 and in Particular to which he gave the Name of
 1769 Botany Bay, since become a large English
 aving Settlement. Cook returned to England the
 Plane 6th of June 1771.

To put an End to all Disputes among
 he learned concerning the Existence of a
 in O Southern Continent which still had it's Defen-
 Com ders, the King of England ordered a second
 ar a Voyage to be undertaken by Cook who was
 d his appointed Commander of the Resolution and
 omba Mr. Furneaux of the Adventure. Both Ves-
 of Is sels left England the 13th of July 1772 ha-
 sterly ving on board several learned Gentlemen
 y Ze among whom were Messrs. Reynold, Forster and
 e. it Forster junr. Peculiar to his exalted Mind
 is in our Navigator chose a bold Way round the
 on o South Pole, by which he proved the Non-Exi-
 inent tence of a southern Continent beyond all
 twee Doubt and contradiction. He spent three
 e the Summers on this circumnavigation, during

1772.
 James
 Cook's
 second
 Voyage.

which he most commonly steered within the 66° of Latitude and often within the Antarctic Circle when all further progress at length was impeded by the Ice. The Winter Seasons were employ'd in making new Discoveries or correcting and settling the true Positions of several Countries & Islands. Among the most important of these discoveries are the New Hebrides and New Caledonia. He determined the true Meridian of the Island of Rotterdam discovered by Tasman, and gave that whole cluster of Islands the Name of friendly Islands. He visited New Zealand three times, doubled Cape Horn a second time from West to East — approached the south Pole for the last time when he was stopped by the Ice in a lower latitude than before and forced to return to the Cape of good Hope — after an Absence from that place of two Years and four Months; during which he had not been in one European Settlement, but cruised for more than 20 Months in unknown Seas — countering all the innumerable Dangers which attended his great Undertaking, with presence undaunted Courage and manly spirit.

in the returned to England the 30th July 1775 —
 having only lost 3 of his Crew consisting of
 Mew, two of whom died accidentally and
 the other was carried off by a lingering Dis-
 ease. His Prudence and Care to the health
 of his People was no less conspicuous than
 his Skill and intrepidity. Immediately on
 his return he was promoted to the Rank of a
 Post Captain in His Majesty's Service and as
 a particular Mark of his Majesty's Favour
 was honoured with a lucrative Employment
 in the Hospital of Greenwich.

In the Year 1745 the British Parliament
 passed a Bill offering a Reward of 20,000 L.
 for discovering a Passage from the Atlantic
 the Pacific Ocean through Hudson's Bay.
 Notwithstanding the vain Efforts of For-
 misher, Davis, Hudson and Phipps (after-
 wards Lord Mulgrave) had baffled every
 hope — Yet the discovering Spirit of Cap-
 tain Cook seemed to have animated the whole
 British Nation. The above mentioned Bill
 was renew'd and an additional Reward of
 10,000 L. offered for approaching the North
 Pole as far up as to 10. Tho' Captain Cook

1776.
 James
 Cook's
 third
 Voyage.

had not enjoy'd more than one Year's Ease after the many fatigues he had undergone still the Choice of Government again fell upon him as the most proper Person for undertaking a Voyage of so much Importance to Mankind, and he accepted of the Office with the same Spirit of Patriotism which had made him sacrifice his whole life for his King and his Country. The 12th of July 1771 he left England with the Resolution and Discovery, the latter under the Command of Captain Clerke who had been his first Lieutenant on his second Voyage. He had Orders to ascertain the Boundaries of Asia and America, discover a North West Passage and during his Voyage touch at the Society Islands for the purpose of taking Omai, a young Man whom he had brought with him to England, back to his native Country. He steered his Course to the Cape of good Hope entered the Pacific Ocean where he discovered the Sandwich Islands — thence he proceeded to New Albion — where he examined Nootka Sound — leaving this Harbour met with a most violent Storm that drove him

to the Peninsula Awatska — he then coasted the north West Part of America and on the 17th of August 1778 reached the North-Westernmost Point of America which he called Cape Prince of Wales. Here a small Passage separates Asia from America which having been first discovered by Capt. Bering a Russian Navigator, was called Bering's Sound by Capt. Cook. The fond Hope of realising the Principal Intention of the Voyage by passing through this Channel round Asia, was frustrated on the 17th of August when all further progress was stopped by an immense Quantity of Ice which obstructed the passage as well on the Coast of Asia as that of America — Cook was therefore forced, to return, however not without the Hope of being more succesful the next Year. He determined to employ the Interval with a more minute Examination of the Sandwich's Islands, lately discovered. He arrived there in November 1778 — and after having met with the most friendly reception on one of them, which was called by the Natives Owhyhee, left them again in February 1779 — but un-

fortunately a most violent Storm soon after
 arose, which injured the Vessel so much that
 Capt. Cook was forced to stand back for the
 Island of Owhyhee, where this eminent and
 valuable Man lost his Life in an unhappy
 Engagement with the Natives. Capt. Clerke
 who succeeded to the Command returned once
 more to the Northward — and having left
 the harbour of St. Peter and Paul — passed
 through Bering's Sound endeavouring to find
 a Passage on either Side of the Continent, but
 was forced to return on Account of the Ice
 and died before the Vessels reached Kam-
 schatka. The Command then devolved on
 Captains Gore and King who navigated the
 Vessels back to Europe by the Way of the
 Cape of good Hope, and arrived in England
 the 28th of August 1780.

1785. The 1st of August 1785 the two Frigate
 De la La Bonssode and Astrolabe under the Com-
 Peyrouse mand of Mr. De la Peyrouse and Marquis
 de Langle left Brest. Having in Vain look-
 ed for the supposed Island of Ascension
 and a large Island said to be discovered by
 Mr. La Roche they passed through the Straits

after of Le Maire and entered the Pacific Ocean
 in 1787 the 25th of January, whence they
 shaped their Course towards the North West
 Coast of America, which hitherto had not
 been fully explored and took the most ac-
 curate Surveys of the Coast from Cape Eliza
 to Monte Rey. Among other Places they
 discovered Port Francois, where Lieutenant
 Escures and the two Brothers La Borda
 with 23 of the Crew lost their Lives in the
 Surf. Whence they crossed the Pacific
 Ocean and arrived at Macao the 2d of Ja-
 nuary 1787. They then proceeded to Manila
 and explored the north East Coast of Asia,
 Japan and the Strait and made many impor-
 tant Discoveries during their course along
 the Coast of Chinese Tartary. They at length
 arrived at Kamshcatka in 1787 — and re-
 turned to Botany Bay on the Coast of New
 Holland. Here Mr. de la Peyrouse ends his
 Journal which was forwarded over Land to
 Paris; and these are the only Accounts of
 this scientific and important Voyage, which
 have reached Europe. They left Botany Bay
 shortly afterwards in Order to make new Dis-

Discoveries — but no Accounts whatever have been received of these unfortunate Vessels since — it is probable that the same Calamity which befell the one, also attended the other as they generally kept as close together as Circumstances would admit of.

1785.
Portlock
and
Dixon.

During the Years 1785, 86, 87 and 88 Captain Portlock and Dixon followed nearly the same Track round Cape Horn and along the North West Coast of America — several of the Islands discovered by La Peyrouse together with the Western Coasts of America were examined and some new Islands added to those Discoveries.

1786.
Peters.

The Snow, *Tark*, Capt. Peters, endeavoured to find a North Passage to the Pacific by Way of Kamtschatka — He examined the Islands North off Japan and arrived at the Port of St. Peter and Paul on the 20th of August — left it the 18th of September and was lost on Copper Island and only two Men saved.

1786.
James
Hanna.

James Hanna made two Voyages the first from Macao in April 1785 — in which Discoveries were made — the second in the Year 1786 which was attended with better success — during this he discovered Fitz-hugh Sound and Makintosh Inlet.

In the Year 1786 the Vessels Capt. Cook ^{1786.}
and Experiment under the Command of Messrs ^{Lowrie}
^{and}
Lowrie and Guise left Bombay for Nootka ^{Guise.}
Sound — they were the first who discovered
the Islands, which Portlock and Dixon ex-
amined thoroughly and called Queen Charlot-
te's Isles.

Capt. Meares undertook a Voyage from ^{1786.}
Macao to the N. W. Coast of America in ^{Meares}
Company with Capt. Tipping — Meares dis- ^{and}
^{Tipping.}
covered the Straits of Petrie — was forced
to spend the Winter in William's Sound and
returned the following Year. Capt. Tipping —
was met by Lowrie and Guise in William's
Sound — whence he stood for Cook's River —
and has not since been heard of.

1787 Capt. Barclay left Ostende — and ^{1787.}
arriving at Nootka Sound carefully explored ^{Capt.}
^{Barclay.}
the Coast as far down as $47^{\circ} 9''$ North lati-
tude. He discovered Barclay Sound, and on
his Return to Europe touched at the Sand-
wich's Islands — visited China and came
back by the Way of the Cape of good Hope.

The Disputes concerning the Possession of ^{1790.}
Nootka Sound and the adjoining Country ha- ^{Van}
^{Coover.}
ving been settled in such a Manner between
the courts of London and Madrid, that the

latter was to surrender to England all those places, which they had taken Possession of in those Regions, Captain George Van Coover was sent from England in the Year 1790 with the *Discovery* and *Chatham* under his Command with Orders to receive from the Spaniards the above mentioned Settlements in the Name of his Britannic Majesty. He was also ordered to explore the North West Coast of America and if possible to discover a Communication between the Atlantic and Pacific Ocean. This is one of the most important Voyages that ever was undertaken since the Death of Capt. Cook. Many new Islands were discovered — the whole Western Coast of North America carefully explored and the doubtful Position of several Islands, promontories and Bays corrected and improved — Capt. Van Coover returned in September 1795.

1791.
D'Entrecasteux
and
Huon.

In the Year 1791 the 28th of September the Vessels *L'Esperance* and *la Recherche* commanded by Messrs D'Entrecasteux and Huon left Brest. The principal Object of this Voyage was to enquire after the Fate of *La Peyrouse*, as Hopes were still entertained that he and his Companions might

have saved themselves in their Boats and reached some Island whence they had no Opportunity of sending for Relief. Having touched at the Cape of good Hope — D'Entrecasteux proceeded to the Island of Amsterdam, which he found all in a Blaze owing to the Vegetables having taken Fire — the Conflagration had communicated itself all round the Island in such a dreadful Manner as even prevented our Navigators from landing. The Want of Union and Agreement between the Commanders and several learned Gentlemen sent by the Convention for making new discoveries in the different Branches of Science rendered this Voyage less useful to Mankind than what might have been expected from it. Huon died in New Caledonia and shortly after D'Entrecasteux died also owing to the rapid progress of the scorbutic Disease. The Command fell on D'Aribeau; and on the 18th of October 1793 the Ships arrived at Java. The political Disputes between the Officers and Want of Subordination among the Ships Crew arose to the highest Degree by the unpleasant News which they here received of the unfortunate State of their native Country — they were made prisoners

by the Dutch to whom the settlements belong, at length they were released and sent to Europe in different Vessels. Their Researches for De La Peyrouse were fruitless — and not the least information could be obtained concerning the fate of this gallant Officer and his Vessels — neither does it seem that this Voyage was attended with any new or important Discoveries in Geography.

1793.
Colnett.

Exclusive of every scientific Advantage that may be derived from the late Discoveries in the Pacific Ocean, a new and inexhaustible Mine of Wealth was laid open to Commerce by trading for Furs of the most valuable kind on the North West Coast of America. For this Purpose and at the same time with a View of extending the spermaceti Whale Fisheries Mr. Colnett in the Years 1793 and 94 performed a Voyage to the south Atlantic Ocean round Cape Horn. And returned in the Year 1795 — without having made any new Discoveries,

Copenhagen the 1st of January 1800.

Fridr. Schneider.

F r a g m e n t s

of

a Voyage round the World

in

the Years 1740, 41, 42 & 43

by

George Anson,

**Commander in Chief of an English Squadron sent
upon an Expedition to the South Seas.**

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When in the latter end of the summer of the year 1739, it was foreseen that a war with Spain was inevitable, it was the opinion of several considerable persons then trusted with the Administration of affairs, that the most prudent step the Nation could take, on the breaking out of the war, was attacking that Crown in her distant settlements. —

In pursuance of these sentiments, several projects were examined, and several resolutions taken in Council. And in all these deliberations it was from the first determined, that George Ingham, Esq; then Captain of the Centurion, should be employed as Commander in Chief of an expedition of this kind: And he then being absent on a cruize, a vessel was dispatched to his station so early as the beginning of September, to order him to return with his Ship to Portsmouth. And soon after he came there, that is on the 10th of November following, he received a letter from Sir Charles Wager, ordering him to repair to London, and to attend

the board of Admiralty: Where, when he arrived, he was informed by Sir Charles, that two Squadrons would be immediately fitted out for two secret expeditions, which however would have some connexion with each other: That Mr. Anson, was intended to command one of them, and Mr. Cornwall (who has since lost his life gloriously in the defence of his Country in honour) the other: That the Squadron under Mr. Anson was to take on board three Independent Companies of a hundred men each, and Bland's regiment of Foot: That Colonel Bland was likewise to embark with his regiment, and to command the land-forces: And that, as soon as this squadron could be fitted for the sea, they were to set sail, with express orders to touch at no place till they came to Java-Head in the East-Indies: That there they were only to stop to take in water, and thence to proceed directly to the city of Manila, situated on Luconia, one of the Philippine Islands: That the other squadron was to be of equal force with this commanded by Mr. Anson, and was intended to pass round Cape Horn into the South-Seas, and there to range along that coast; and after cruising upon the enemy in those parts, and attempting their settlements, this squadron in its return was to rendezvous at Manila, and there to join the squadron under Mr. Anson, where they were

to refresh their men, and refit their ships, and perhaps receive further orders. —

Having thus gone through the respective steps taken in the equipment of this squadron, it is sufficiently obvious how different an aspect this expedition bore at it's first appointment in the beginning of January, from what it had in the latter end of September, when it left the Channel; and how much it's numbers, it's strength, and the probability of it's success were diminished, by the various incidents which took place in that interval. For instead of having all our old and ordinary seamen exchanged for such as were young and able; (which the Commodore was at first promised) and having our numbers completed to their full complement, we were obliged to retain our first crews, which were very indifferent; and a deficiency of three hundred men in our numbers was no otherwise made up to us, than by sending us on board a hundred and seventy men, the greatest part composed of such as were discharged from hospitals, or new-raised marines who had never been at sea before. And in the land-forces allotted us, the change was still more disadvantageous; for here, instead of three independent companies of a hundred men each, and Bland's regiment of foot, which was an old one, we had only four hundred and seventy invalids and marines, one

part of them incapable for action by age and infirmities, and the other part useless by their ignorance of their duty. But the diminishing the strength of the squadron was not the greatest inconvenience which attended these alterations for the contests, representations, and difficulties which they continually produced, (as we have above seen, that in these cases the authority of the Admiralty was not always submitted to) occasioned a delay and waste of time, which in its consequences was the source of all the disasters to which this enterprize was afterwards exposed. For by this means we were obliged to make our passage round Cape Horn in the most tempestuous season of the year; whence proceeded the separation of our squadron, the loss of numbers of our men, and the imminent hazard of our total destruction: And by this delay too, the enemy had been so well informed of our designs, that a person who had been employed in the South-Sea Company's service, and arrived from Panama three or four days before we left Portmouth, was able to relate to Mr. Anson most of the particulars of the destination and strength of our squadron, from what he had learnt amongst the Spaniards before he left them. And this was afterwards confirmed by a more extraordinary circumstance: For we shall find, that when the Spaniards (fully satisfied that our expedition was

intended for the South-Seas) had fitted out a squadron to oppose us, which had so far got the start of us, as to arrive before us off the island of Madera, the Commander of this squadron was so well instructed in the form and make of Mr. Anson's broad pennant, and had imitated it so exactly, that he thereby decoyed the Pearl, one of our squadron, within gunshot of him, before the Captain of the Pearl was able to discover his mistake.

On the 18th of September 1740, the squadron, as we have observed, weighed from St. Helens with a contrary wind, the Commodore proposing to ride it down the Channel, as he dreaded less the inconveniencies he should thereby have to struggle with, than the risk he should run of ruining the enterprize, by an uncertain, and in all probability, a tedious attendance for a fair wind.

The squadron allotted to this service consisted of five men of war, a sloop of war, and two victualling ships. They were the Centurion of sixty guns, four hundred men, George Anson Esq; Commander; the Gloucester of fifty guns, three hundred men, Richard Norris Commander; the Severn of fifty guns, three hundred men, the Honourable Edward Legg Commander; the Pearl of forty guns, two hundred and fifty men, Matthew Mitchel Commander; and the

the Wager of twenty-eight guns, one hundred and sixty men, Dandy Kidd Commander; and the Tryal Sloop of eight guns, one hundred men, the Honourable John Murray Commander. the two Victuallers were Pinkes, the largest about four hundred, and the other about two hundred tons burthen, these were to attend us, till the provisions we had taken on board were so far consumed, as to make room for the additional quantity they carried with them, which, when we had taken into our ships, they were to be discharged. —

"The 25th of October the Squadron anchored at the
 "Island of Madera. Here they were informed that
 "spanish Squadron consisting of 6 Frigates under the
 "Command of Pizzaro had been sent out in Order
 "to intercept them. But the whole of this Expedition
 "turned out to nothing, partly from the Ships ha
 "ving suffered so much by a most violent Storm of
 "Cape Horn, partly by Want of Union and Subordi
 "nation amongst the Officers and finally by an uproa
 "on Board raised by the Indians with which the
 "had been under the Necessity of recruiting the Crew
 "who died very fast owing to the Want of a proper
 "supply of Provisions of which they were so high
 "in Want that:

When by the storms they met with off Cape
 Horn, their continuance at sea was prolonged
 month or more beyond their expectation, the
 were thereby reduced to such infinite distress

at rats, when they could be caught, were sold
for four dollars a-piece; and a sailor, who died
on board, had his death concealed for some
days by his brother, who, during that time, lay
in the same hammock with the corpse, only to
receive the dead man's allowance of provisions. —

"Pizzaro four Years after returned to Europe with
"one single Ship and 100 Men. On the 3th of No-
"vember Lord Anson weighed Anchor and stood for
"the Island of St. Catharina.

On the 20th of November, the Captains of
the squadron represented to the Commodore,
that their ship's companies were very sickly, and
that it was their own opinion as well as their
surgeons, that it would tend to the preservation
of the men to let in more air between decks;
but that their ships were so deep, they could
not possibly open their lower ports. On this re-
presentation, the Commodore ordered six air
couples to be cut in each ship, in such places
where they would least weaken it. —

We crossed the equinoctial with a fine fresh
breeze at S. E., on Friday the 28th of November. —

On the 10th of December, being by our ac-
counts in the latitude of 20° S, and $36^{\circ} : 30'$
longitude West from London, the Tryal fired a
gun to denote soundings. We immediately sound-
ed, and found sixty fathom water, the bottom
coarse ground with broken shells. The Tryal

being a-head of us, had at one time thirtyseven fathom, which afterwards increased to 90: And then she found no bottom, which happened to us too at our second trial, though we sounded with a hundred and fifty fathom of line. This is the shoal which is laid down in most charts by the name of Abrollos; and it appeared we were upon the very edge of it; perhaps farther in, it may be extremely dangerous. —

The coast of Brazil appeared high and mountainous land, extending from the W. to W. S. W. and when we first saw it, it was about seventeen leagues distant. —

As we passed by the castle of Santa Cruz we saluted it with eleven guns, and were answered by an equal number; and at one in the afternoon, the squadron came to an anchor in five fathom and a half, the Governor's Island bearing N. N. W, St. Juan's Castle N. E. $\frac{1}{2}$ E, and the Island of St. Antonio South. In this position we were moored at the Island of St. Catherine's on Sunday the 21st of December, the whole squadron being, as I have already mentioned, sickly, and in great want of refreshments. —

The season of the year growing each day less favourable for our passage round Cape Horn Mr. Anson was very desirous of leaving this place as soon as possible; and we were at first in hopes that our whole business would be done, and we

ould be in a readiness to sail in about a fortnight from our arrival: But, on examining the Tryal's masts, we, to our no small vexation, found inevitable employment for twice that time. This, on a survey, it was found that the main-mast was sprung at the upper woulding, though it was thought capable, of being secured by a couple of fishes; but the fore-mast was reported to be unfit for service, and thereupon the Carpenters were sent into the woods, to endeavour to find a stick proper for a fore-mast. But after a search of four days, they returned without having been able to meet with any tree fit for the purpose. This obliged them to come to a second consultation about the old fore-mast, when it was agreed to endeavour to secure it by lashing it with three fishes: And in this work the Carpenters were employed, till within a day or two of our sailing. In the mean time, the Commodore, thinking it necessary to have a clean vessel on our arrival in the South-Seas, ordered the Tryal to be hove down, as this would not occasion any loss of time, but might be completed while the Carpenters were refitting her masts, which was done on shore. —

It was near a month before the Tryal was refitted; for not only her lower masts were defective, as has been already mentioned, but her main top-mast and fore-yard were likewise de-

decayed and rotten. While this work was carrying on, the other ships of the squadron fixed new standing rigging, and set up a sufficient number of preventer shrouds to each mast, to secure them in the most effectual manner. And in order to render the ships stiffer, and to enable them to carry more sail abroad, and to prevent their labouring in hard gales of wind, each Captain had orders given him to strike down some of their great guns into the hold. These precautions being complied with, and each ship having taken in as much wood and water as there was room for, the Tryal was at last completed, and the whole squadron was ready for the sea. On which the tents on shore were struck, and all the sick were received on board. And here we had a melancholy proof how much the healthiness of this place had been over-rated by former writers, for we found that though the Centurion alone had buried no less than twenty-eight men since our arrival, yet the number of her sick was in the same interval increased from eighty to ninety-six. And now our crews being embarked, and every thing prepared for our departure, the Commodore made a signal for all Captains, and delivered them their orders, containing the successive places of rendezvous from hence to the coast of China. And then, on the next day, being the 18th of January, the signal

was made for weighing, and the squadron put to sea, leaving without regret this Island of St. Catherine's; where we had been so extremely disappointed in our refreshments, in our accommodations, and in the humane and friendly offices which we had been taught to expect in a place, which has been so much celebrated for its hospitality, freedom, and conveniency. —

The squadron sailed from St. Catherine's on Monday the 18th of January. The next day we had very squally weather, attended with rain, lightning and thunder, but it soon became fair again with light breezes, and continued thus till Wednesday evening, when it blew fresh again; and increasing all night, by eight the next morning it became a most violent storm, and we were covered with it so thick a fog, that it was impossible to see at the distance of two ships length, so that the whole squadron disappeared. On this, a signal was made, by firing guns, to bring to with the larboard tacks, the wind being then due east. We ourselves immediately handed the top-sails, bunted the main-sail, and lay to under a reefed mizen till noon, when the fog dispersed, and we soon discovered all the ships of the squadron except the Pearl. —

At two in the afternoon the 17th of February the Pearl joined us, and running up under our signal, Lieutenant Salt hailed the Commodore,

and acquainted him that Captain Kidd died on the 31st of January. He likewise informed him that he had seen five large ships the 10th instant which he for some time imagined to be our squadron: That he suffered the commanding ship which wore a red broad pennant, exactly resembling that of the Commodore, at the main top-mast head, to come within gun-shot of him before he discovered his mistake; but then finding it not to be the Centurion, he haled close upon the wind, and crowded from them with all his sail, and standing cross a ripling, where he hesitated to follow him, he happily escaped. —

Being come to an anchor in the bay of St Julian, principally with a view of refitting the Tryal, the Carpenters were immediately employed in that business, and continued so during our whole stay at the place. The Tryal's main mast having been carried away about twelve feet below the cap, they contrived to make the remaining part of the mast serve again; and the Wager was ordered to supply her with a spare main top-mast, which the Carpenters converted into a new fore-mast. —

These necessary regulations being established, and the Tryal Sloop compleated, the squadron weighed on Friday the 27th of February, at seven in the morning, and stood to the sea. —

On the 4th of March we were in sight of Cape Virgin Mary, and not more than six or seven leagues distant from it. —

We here found what was constantly verified by all our observations in these high latitudes, that fair weather was always of an exceeding short duration, and that when it was remarkably fine, it was a certain presage of a succeeding storm, for the calm and sunshine of our afternoon ended in a most turbulent night, the wind freshning from the S. W. as the night came on, and encreasing its violence continually till nine in the morning the next day, when it blew so hard, that we were obliged to bring to with the squadron, and to continue under a reefed mizen till eleven at night, having in that time from forty-three to fifty-seven fathom water, with black sand and gravel; and by an observation we had at noon, we concluded a current had set us twelve miles to the southward of our reckoning. Towards midnight, the wind abating, we made sail again; and steering South, we discovered in the morning for the first time the land, called Terra del Fuego, stretching from the S. by W, to the S. E. $\frac{1}{2}$ E. —

And as we intended to pass through Streights de Maire next day, we lay to at night, that we might not overshoot them, and took this opportunity to prepare ourselves for the tempestuous

climate, we were soon to be engaged in; with which view, we employed ourselves good part of the night in bending an entire new suit of sails to the yards. —

I have above-mentioned, that on the 7th of March, in the morning, we opened Streights Le Maire, and soon after, or about ten o'clock the Pearl and the Tryal being ordered to keep a-head of the squadron, we entered them with fair weather and a brisk gale, and were hurried through by the rapidity of the tide in about two hours, though they are between seven and eight leagues in length. —

From the storm which came on before we had well got clear of Streights Le Maire, we had a continual succession of such tempestuous weather, as surprized the eldest and most experienced Mariners on board, and obliged them to confess, that what they had hitherto called storms were inconsiderable gales, compared with the violence of these winds, which raised such short and at the same time such mountainous waves as greatly surpassed in danger all seas known in any other part of the globe: And it was not without great reason, that this unusual appearance filled us with continual terror; for had any one of these waves broke fairly over us, it must in all probability, have sent us to the bottom. Nor did we escape with terror only; for the ship

rolling incessantly gunwale to, gave us such quick and violent motions, that the men were in perpetual danger of being dashed to pieces against the decks, or sides of the ship. And though we were extremely careful to secure ourselves from these shocks, by grasping some fixed body, yet many of our people were forced from their hold; some of whom were killed, and others greatly injured; in particular, one of our best seamen was canted over-board and drowned, another dislocated his neck, a third was thrown into the main-hold and broke his thigh, and one of our Boatswain's Mates broke his collar-bone twice; not to mention many other accidents of the same kind. These tempests, so dreadful in themselves, though unattended by any other unfavourable circumstance, were yet rendered more mischievous to us by their inequality, and the deceitful intervals which they at sometimes afforded; for though we were oftentimes obliged to lie to for days together under a reefed mizen, and were sometimes reduced to lie at the mercy of the waves under our bare poles, yet now and then we ventured to make sail with our courses double reefed; and the weather proving more tolerable, would perhaps encourage us to set our top-sails; after which, the wind, without any previous notice, would return upon us with redoubled force, and would in an instant tear

our sails from the yards. And that no circumstance might be wanting which could aggrandize our distress, these blasts generally brought with them a great quantity of snow and sleet, which cased our rigging, and froze our sails, thereby rendering them and our cordage brittle, and apt to snap upon the slightest strain, adding great difficulty and labour to the working of the ship, benumbing the limbs of our people, and making them incapable of exerting themselves with their usual activity, and even disabling many of them by mortifying their toes and fingers. It were indeed endless to enumerate the various disasters of different kinds which befel us; and I shall only mention the most material, which will sufficiently evince the calamitous condition of the whole squadron, during the course of the navigation. —

On the 23d, we had a most violent storm of wind, hail, and rain, with a very great sea; and though we hauled the main top-sail before the height of the squall, yet we found the yard sprung; and soon after the foot-rope of the main-sail breaking, the main-sail itself split instantly to rags, and, in spite of our endeavours to save it, much the greater part of it was blown over-board. On this, the Commodore made the signal for the squadron to bring to; and the storm at length flattening to a calm, we had a

opportunity of getting down our main top-sail
 yard to put the Carpenters at work upon it,
 and of repairing our rigging; after which, ha-
 ving bent a new main-sail, we got under sail
 again with a moderate breeze; but in less than
 twenty-four hours we were attacked by another
 storm still more furious than the former; for it
 proved a perfect hurricane, and reduced us to
 the necessity of lying to under our bare poles.
 As our ship kept the wind better than any of
 the rest, we were obliged, in the afternoon, to
 wear ship, in order to join the squadron to the
 leeward, which otherwise we should have been
 in danger of losing in the night: And as we dared
 not venture any sail abroad, we were obliged
 to make use of an expedient, which answered
 our purpose; this was putting the helm a wea-
 ther, and manning the foreshrouds: But though
 this method proved successful for the end inten-
 ded, yet in the execution of it, one of our
 ablest seaman was canted over-board; and not-
 withstanding the prodigious agitation of the wa-
 ves, we perceived that he swam very strong,
 and it was with the utmost concern that we
 found ourselves incapable of assisting him; and
 we were the more grieved at his unhappy fate,
 since we lost sight of him struggling with the
 waves, and conceived from the manner in which
 he swam, that he might continue sensible, for

a considerable time longer, of the horror attending his irretrievable situation.

On the 3d of April, there came on a storm which both in its violence and continuation (for it lasted three days) exceeded all that we had hitherto encountered. In its first onset we received a furious shock from a sea which broke upon our larboard quarter, where it stove in the quarter gallery, and rushed into the ship like a deluge; our rigging too suffered extremely, for one of the straps of the main dead-eyes was broke, as was also a main-shroud and puttock-shroud, so that to ease the strels upon the masts and shrouds, we lowered both our main and fore-yards, and furled all our sails and in this posture we lay to for three days when the storm somewhat abating, we ventured to make sail under our courses only; but even this we could not do long, for, the next day which was the 7th, we had another gale of wind with lightning and rain, which obliged us to lay to again all night. —

And now, after all our solicitude, and the numerous ills of every kind, to which we had been incessantly exposed for near forty days, we had great consolation in the flattering hopes we entertained, that our fatigues were drawing to a period, and that we should soon arrive in a more hospitable climate, where we should be

amply repayed for all our past sufferings. For, towards the latter end of March, we were advanced, by our reckoning, near 10° to the westward of the westernmost point of Terra del Fuego. —

But these were delusions which only served to render our disappointment more terrible; for the next morning, between one and two, as we were standing to the northward, and the weather, which had till then been hazy, accidentally cleared up, the Pink made a signal for seeing land right a-head; and it being but two miles distant, we were all under the most dreadful apprehensions of running on shore; which, had either the wind blown from its usual quarter with its wonted vigour, or had not the moon suddenly shone out, not a ship amongst us could possibly have avoided: But the wind, which some few hours before blew in squalls from the S. W., having fortunately shifted to W. N. W., we were enabled to stand to the southward, and to clear ourselves of this unexpected danger; so that by noon we had gained an offing of near twenty leagues.

By the latitude of this land we fell in with, it was agreed to be a part of Terra del Fuego, near the southern outlet described in Frezier's Chart of the Straights of Magellan, and was

supposed to be that point called by him, Cap Noir. —

Add to all this too, the discouragement we received by the diminution of the strength of the squadron; for three days before this, we lost sight of the Severn and the Pearl in the morning; and though we spread our ships, and beat about for some time, yet we never saw them more; whence we had apprehensions that they too might have fallen in with this land in the night, and by being less favoured by the wind and the moon than we were, might have run on shore and have perished. —

It is well known that Dr. Halley was sent abroad by the Public, to make such geographical and astronomical observations, as might facilitate the future practice of navigation, and particularly to determine the variation of the compass in such places as he should touch at, and if possible, to ascertain its general laws and affections.

These things Dr. Halley, to his immortal reputation and the honour of our Nation, in good measure accomplished, particularly with regard to the variation of the compass, a subject, of all others, the most interesting to those employed in the art of navigation. He likewise corrected the position of the coast of Brazil, which had been very erroneously laid down by all former

Hydrographers; and by a judicious comparison of the observations of others, has happily succeeded in settling the geography of many parts of the globe, where he had not himself been. So that the chart he published, with the variation of the needle marked thereon, being the result of his labours on this subject, was allowed by all Europe to be far compleater in its geography than any that had then appeared, and at the same time most surprizingly exact in the quantity of variation assigned to the different parts of the globe; a subject so very intricate and perplexing, that all general determinations about it had till then appeared impossible. —

We stood away to the S. W. till the 22d of April, when we were in upwards of 60° of south latitude, and by our account near 6° to the westward of Cape Noir; and in this run, we had a series of as favourable weather, as could well be expected in that part of the world, even in a better season. So that this interval, setting the inquietude of our thoughts aside, was by far the most eligible of any we enjoyed from the Straights Le Maire to the West coast of America. This moderate weather continued, with little variation, till the 24th; but on the 24th, in the evening, the wind began to blow fresh, and soon increased to a prodigious storm; and the weather being extremely thick, about midnight

we lost sight of the other four ships of the squadron, which, notwithstanding the violence of the preceding storms, had hitherto kept in company with us. Nor was this our sole misfortune for, the next morning, endeavouring to haul the top-sails, the clew-lines and bunt-lines broke, and the sheets being half-flown, every seam in the top-sails was soon split from top to bottom, and the main top-sail shook so strongly in the wind, that it carried away the top-lantern and endangered the head of the mast; however at length, some of the most daring of our men ventured upon the yard, and cut the sail away close to the reefs, though with the utmost hazard of their lives. At the same time, the fore-top-sail beat about the yard with so much fury, that it was soon blown to pieces; and that we might have full employment, the main-sail blew loose, which obliged us to lower down the yard to secure the sail, and the foreyard being likewise lowered, we lay to under a mizen. And besides the loss of our top-sails, we had much of our other rigging broke, and lost a main-studding-sail-boom out of the chains. —

Soon after our passing Streights Le Maire the scurvy began to make its appearance amongst us; and our long continuance at sea, the fatigue we underwent, and the various disappointments we met with, had occasioned its spreading

such a degree, that at the latter end of April there were but few on board, who were not in some degree afflicted with it, and in that month no less than forty-three died of it on board the Centurion. But though we thought that the distemper had then risen to an extraordinary height, and were willing to hope, that as we advanced to the northward its malignity would abate; yet, we found, on the contrary, that in the month of May we lost near double that number: And as we did not get to land till the middle of June, the mortality went on increasing, and the disease extended itself so prodigiously, that after the loss of above two hundred men, we could not at last muster more than six fore-mast men in a watch capable of duty. —

But it is not easy to compleat the long roll of the various concomitants of this disease; for it often produced putrid fevers, pleurisies, the jaundice, and violent rheumatick pains, and sometimes it occasioned an obstinate costiveness, which was generally attended with a difficulty of breathing; and this was esteemed the most deadly of all the scorbutick symptoms: At other times the whole body, but more especially the legs, were subject to ulcers of the worst kind, attended with rotten bones, and such a luxuriance of fungous flesh, as yielded to no remedy. At a most extraordinary circumstance, and what

would be scarcely credible upon any single evidence, is, that the scars of wounds which had been for many years healed, were forced open again by this virulent distemper: Of this, there was a remarkable instance in one of the invalids on board the Centurion, who had been wounded above fifty years before at the battle of the Boyne; for though he was cured soon after, and had continued well for a great number of years past, yet on his being attacked by the scurvy, his wounds, in the progress of his disease, broke out afresh, and appeared as if they had never been healed: Nay, what is still more astonishing, the callous of a broken bone, which had been compleatly formed for a long time, was found to be hereby dissolved, and the fracture seemed as if it had never been consolidated. Indeed, the effects of this disease were in almost every instance wonderful; for many of our people, though confined to their hammocks, appeared to have no inconsiderable share of health, for they eat and drank heartily, were cheerful, and talked with much seeming vigour, and with a loud strong tone of voice; and yet on their being the least moved, though it was only from one part of the ship to the other, and that in their hammocks, they have immediately expired. —

It were endless to recite minutely the various

disasters, fatigues and terrors which we encountered on this coast; all these went on encreasing all the 22d of May, at which time, the fury of all the storms which we had hitherto encountered, seemed to be combined, and to have conspired our destruction. In this hurricane almost all our sails were split, and great part of our standing rigging broken; and, about eight in the evening, a mountainous overgrown-sea took upon our starboard-quarter, and gave us so prodigious a shock, that several of our shrouds broke with the jerk, by which our masts were greatly endangered; our ballast and stores too were so strangely shifted, that the ship heeled afterwards two streaks to port. Indeed it was almost a tremendous blow, and we were thrown to the utmost consternation from the apprehension of instantly foundering; and though the wind abated in a few hours, yet, as we had no more sails left in a condition to bend to our yards, the ship laboured very much in a hollow sea, rolling gunwale to, for want of sail to steady her: So that we expected our masts, which were now very slenderly supported, to come by the board every moment. However, we exerted ourselves the best we could to stirrup our shrouds, to reeve new lanyards, and to mend our sails; but while these necessary operations were carrying on, we ran great risque of being

driven on shore on the Island of Chiloe, which was not far distant from us; but in the midst of our peril the wind happily shifted to the southward, and we steered off the land with the main sail only, the Master and myself undertaking the management of the helm, while every one else on board was busied in securing the masts and bending the sails as fast as they could be repaired. —

"On the 9th of June at Day Break they first descried the Island of Juan Fernandez bearing N. by E. $\frac{1}{2}$ E.

The current shifted in the night, and set us so near the land, that we were obliged to let go the best bower in fifty-six fathom, not half a mile from the shore. At four in the morning, the Cutter was dispatched with our third Lieutenant to find out the bay we were in search of, who returned again at noon with the boat laden with seals and grafs; for though the Island abounded with better vegetables, yet the boat's-crew, in their short stay, had not met with them; and they well knew that even grafs would prove a dainty, and indeed it was all soon and eagerly devoured. The seals too were considered a fresh provision; but as yet were not much admired, tho' they grew afterwards into more reputation. For what rendered them less valuable at this juncture, was the prodigious quantity of excel-

ent fish, which the people on board had taken, during the absence of the boat.

The Cutter, in this expedition, had discovered the bay where we intended to anchor, which we found was to the westward of our present station; and, the next morning, the weather proving favourable, we endeavoured to weigh, in order to proceed thither: But though, on this occasion, we mustered all the strength we could, obliging even the sick, who were scarce able to keep on their legs, to assist us; yet the capstan was so weakly manned, that it was near four hours before we hove the cable right up and down: After which, with our utmost efforts, and with many surges and some purchases we made use of to encrease our power, we found ourselves incapable of starting the anchor from the ground. However, at noon, as a fresh gale blew towards the bay, we were induced to set the sails, which fortunately tripped the anchor; in which we steered along shore, till we came abreast of the point that forms the eastern part of the bay. —

Soon after we had thus got to our new-birth, we discovered a sail, which we made no doubt was one of our squadron; and on its nearer approach, we found it to be Tryal Sloop. —

Her Commander, Captain Saunders, waiting on the Commodore, informed him, that out

of his small complement, he had buried thirty-four of his men; and those that remained were so universally afflicted with the scurvy, that only himself, his Lieutenant, and three of his men were able to stand by the sails. —

We were now extremely occupied in sending on shore materials to raise tents for the reception of the sick, who died apace on board, and doubtless the distemper was considerably augmented, by the stench and filthiness in which they lay; for the number of the diseased was so great, and so few could be spared from the necessary duty of the sails to look after them, that it was impossible to avoid a great relaxation in the article of cleanliness, which had rendered the ship extremely loathsome between decks. But notwithstanding our desire of freeing the sick from their hateful situation, and their own extreme impatience to get on shore, we had not hands enough to prepare the tents for their reception before the 16th; but on that and the two following days we sent them all on shore, amounting to a hundred and sixty-seven persons, besides at least a dozen who died in the boats on their being exposed to the fresh air. The greatest part of our sick were so infirm, that we were obliged to carry them out of the ship in their hammocks, and to convey them afterwards in the same manner from the water-side to their

ments, over a stony beach. This was a work of considerable fatigue to the few who were healthy, and therefore the Commodore, with his accustomed humanity, not only assisted herein with his own labour, but obliged his Officers, without distinction, to give their helping hand. —

The Island of Juan Fernandes lies in the latitude of $33^{\circ} : 40'$ South, and is a hundred and ten leagues distant from the Continent of Chili. —

Its greatest extent being between four and five leagues, and its greatest breadth somewhat short of two leagues. —

On the 26th, towards noon, we discerned a sail in the North-East quarter, which we conceived to be the very same ship that had been seen before, and our conjectures proved true; and about one o'clock she approached so near, that we could distinguish her to be the Gloucester. As we had no doubt of her being in great distress, the Commodore immediately ordered his boat to her assistance, laden with fresh water, fish and vegetables, which was a very seasonable relief to them; for our apprehensions of their calamities appeared to be but too well founded, as perhaps there never was a crew in more distressed situation. They had already thrown over-board two thirds of their complement, and of those that remained alive, scarcely

any were capable of doing duty, except the officers and their servants. They had been a considerable time at the small allowance of a pint of fresh water to each man for twenty-four hours, and yet they had so little left, that, had it not been for the supply we sent them, they must soon have died of thirst. The ship plied in within three miles of the bay; but, the winds and currents being contrary, she could not reach the road. However, she continued in the offing the next day, but had no chance of coming to an anchor, unless the wind and currents shifted; and therefore the Commodore repeated his assistance, sending to her the Tryal's boat manned with the Centurion's people, and a farther supply of water and other refreshments. Captain Mitchel, the Captain of the Gloucester, was under a necessity of detaining both this boat and that sent the preceding day; for without the help of their crews he had no longer strength enough to navigate the ship. In this tantalizing situation the Gloucester continued for near a fortnight, without being able to fetch the road, though frequently attempting it, and at some times bidding very fair for it. On the 9th of July, we observed her stretching away to the eastward at a considerable distance, which we supposed was with a design to get to the southward of the Island; but as we soon lost sight of her, and she

did not appear for near a week, we were pro-
 ligiously concerned, knowing that she must be
 again in extreme distress for want of water. Af-
 ter great impatience about her, we discovered
 her again on the 16th, endeavouring to come
 round the eastern point of the Island; but the
 wind, still blowing directly from the bay, pre-
 vented her getting nearer than within four lea-
 gues of the land. On this, Captain Mitchel made
 signals of distress, and our long-boat was sent to
 him with a store of water, and plenty of fish,
 and other refreshments. And the long-boat being
 not to be spared, the Cockswain had positive
 orders from the Commodore to return again im-
 mediately; but the weather proving stormy the
 next day, and the boat not appearing, we much
 feared she was lost, which would have proved an
 retrievable misfortune to us all: But, the 3d
 day after, we were relieved from this anxiety,
 by the joyful sight of the long-boats's sails upon
 the water; and we sent the Cutter immediately
 for her assistance, who towed her along-side in a
 few hours. The crew of our long-boat had taken
 six of the Gloucester's sick men to bring them
 ashore, two of which had died in the boat.
 And now we learnt that the Gloucester was in a
 most dreadful condition, having scarcely a man
 in health on board, except those they received
 from us; and, numbers of their sick dying daily,

we found that, had it not been for the last supply sent by our long-boat, both the healthy and diseased must have all perished together for want of water. And these calamities were the more terrifying, as they appeared to be without remedy: For the Gloucester had already spent a month in her endeavours to fetch the bay, and she was now no farther advanced than at the first moment she made the Island; on the contrary, the people on board her had worn out all their hopes of ever succeeding in it, by the many experiments they had made of its difficulty. Indeed, the same day her situation grew more desperate than ever, for after she had received our last supply of refreshments, we again lost sight of her; so that we in general despaired of her ever coming to an anchor.

Thus was this unhappy vessel bandied about within a few leagues of her intended harbour, whilst the neighbourhood of that place and of those circumstances, which could alone put an end to the calamities they laboured under, served only to aggravate their distress, by torturing them with a view of the relief it was not in their power to reach. But she was at last delivered from this dreadful situation, at a time when we least expected it; for after having lost sight of her for several days, we were pleasantly surprised, on the morning of the 23d of July, to

see her open the N. W. point of the bay with a flowing sail; when we immediately dispatched what boats we had to her assistance, and in an hour's time from our first perceiving her, she anchored safe within us in the bay. And now we were more particularly convinced of the importance of the assistance and refreshments we so often sent them, and how impossible it would have been for a man of them to have survived, had we given less attention to their wants; for notwithstanding the water, the greens, and fresh provisions which we supplied them with, and the hands we sent them to navigate the ship, by which the fatigue of their own people was diminished, their sick relieved, and the mortality abated; notwithstanding this indulgent care of the Commodore, they yet buried three fourths of their crew, and a very small proportion of the remainder were capable of assisting in the duty of the ship. On their coming to an anchor, our first care was to assist them in mooring, and our next to send the sick on shore: These were now reduced by deaths to less than fourscore, of which we expected to lose the greatest part; but whether it was, that those farthest advanced in the distemper were all dead, or that the greens and fresh provisions we had sent on board had prepared those which remained for a more speedy recovery, it happened contrary to our ex-

pectations, that their sick were in general relieved and restored to their strength, in a much shorter time than our own had been when we first came to the Island, and very few of them died on shore.

I have thus given an account of the principal events relating to the arrival of the Gloucester in one continued narration: I shall only add that we never were joined by any other of our ships, except our Victualler, the Anna Pink, who came in about the middle of August. —

On Sunday, the 16th of August, about noon, we espied a sail in the northern quarter. —

It was our Victualler the Anna Pink. —

This vessel, the Anna Pink, was the last that joined the Commodore at Juan Fernandes. The remaining ships of the squadron were the Severn, the Pearl, and the Wager store-ship: The Severn and Pearl parted company with the squadron off Cape Noir, and, as we afterwards learnt, put back to the Brazils: So that of all the ships which came into the South-Seas, the Wager, Captain Cheap, was the only one that was missing. This ship had on board some field-pieces mounted for land service, together with some coehorn mortars, and several kinds of artillery, stores and tools, intended for the operations on shore: And therefore, as the enterprize on Baldivia had been resolved on for the first undertaking of the

relied upon the Squadron, Captain Cheap was extremely solicitous that these materials, which were in his custody, might be ready before Baldivia; that if the Squadron should possibly rendezvous there, as he knew not the condition they were then reduced to) no delay nor disappointment might be imputed to him.

But whilst the Wager, with these views, was making the best of her way to her first rendezvous off the Island of Socoro, whence (as there was little probability of meeting any of the Squadron there) she proposed to steer directly for Baldivia, she made the land on the 14th of May, about the latitude of 47° South; and, the Captain exerting himself on this occasion, in order to get clear of it, he had the misfortune to fall down the after-ladder, and thereby dislocated his shoulder, which rendered him incapable of acting. This accident, together with the crazy condition of the ship, which was little better than a wreck, prevented her from getting off to sea, and entangled her more and more with the land, so that the next morning, at day-break, she struck on a sunken rock, and soon after bilged, and grounded between two small Islands, about a musquet-shot from the shore.

In this situation the ship continued entire a long time, so that all the crew had it in their power to get safe on shore; but a general con-

fusion taking place, numbers of them, instead of consulting their safety, or reflecting on their calamitous condition, fell to pillaging the ship, arming themselves with the first weapons that came to hand, and threatening to murder all who should oppose them. This frenzy was greatly heightened by the liquors they found on board, with which they got so extremely drunk, that some of them tumbling down between decks, were drowned, as the water flowed in, being incapable of getting up and retreating to other places where the water had not yet entered. —

However, the weather next day proving stormy, and there being great danger of the ship's parting, they began to be alarmed with the fears of perishing, and were desirous of getting to land; but it seems their madness had not yet left them, for the boat not appearing to fetch them off so soon as they expected, they at last pointed a four pounder, which was on the quarter-deck, against the hut, where they knew the Captain resided on shore, and fired two shot, which passed but just over it. —

But besides these heart-burnings occasioned by petulance and hunger, there was another important point, which set the greatest part of the people at variance with the Captain. This was their differing with him in opinion, on the measures to be pursued in the present exigency: For

the Captain was determined, if possible, to fit up the boats in the best manner he could, and to proceed with them to the northward. —

But the common resolution was to lengthen the long-boat, and with that and the rest of the boats to steer to the southward, to pass through the Straights of Magellan, and to range along the East side of South America, till they should arrive at Brazil, where they doubted not to be well received, and to procure a passage to Great-Britain. —

The Captain, by his steady opposition at first to this favourite project, had much embittered the people against him; to which likewise the following unhappy accident greatly contributed. There was a Midshipman whose name was Cozens, who had appeared the foremost in all the refractory proceedings of the crew. For which reason the Captain, and those about him, constantly kept themselves on their guard. But at last the Purser, having, by the Captain's order, stopped the allowance of a fellow who would not work; Cozens, though the man did not complain to him, intermeddled in the affair with great eagerness; and grossly insulting the Purser, who was then delivering out provisions just by the Captain's tent, and was himself sufficiently violent, the Purser, enraged by his scurrility, and perhaps piqued by former

quarrels, cried out a mutiny, adding, that the dog had pistols, and then himself fired a pistol at Cozens, which however mist him: But the Captain, on this outcry and the report of the pistol, rushed out of his tent; and, not doubting but it had been fired by Cozens as the commencement of a mutiny, he immediately shot him in the head without farther deliberation, and though he did not kill him on the spot, yet the wound proved mortal, and he died about fourteen days after.

This incident, however displeasing to the people, did yet, for a considerable time, answer them to their duty, and rendered them more submissive to the Captain's authority; but at last when towards the middle of October the long boat was nearly compleated, and they were preparing to put to sea, the additional provocation he gave them by covertly traversing their project of proceeding through the Streights of Magellan and their fears that he might at length engage a party sufficient to overturn this favourite measure, made them resolve to make use of the death of Cozens as a reason for depriving him of his command, under pretence of carrying him prisoner to England, to be tried for murder; and he was accordingly confined under a guard. —

When the ship was wreckt, there remained alive on board the Wager near an hundred and

thirty persons; of these above thirty died during their stay upon the place, and near eighty went off in the long-boat, and the Cutter to the southward: So that there remained with the Captain, after their departure, no more than nineteen persons, which however was as many as the barge and the yawl, the only embarkations left them, could well carry off. It was the 13th of October, five months after the shipwreck, that the long-boat, converted into a schooner, weighed, and stood to the southward, giving the Captain, who, with Lieutenant Hamilton of the landforces and the surgeon, was then on the beach, three cheers at their departure. It was the 29th of January following before they arrived at Rio Grande, on the coast of Brazil: And having, by various accidents, left about twenty of their people on shore at the different places they touched at, and a greater number having perished from hunger during the course of their navigation, there were no more than thirty of them left, when they arrived in that Port. —

Upon the 14th of December, the Captain had his people embarked in the barge and the yawl, in order to proceed to the northward, taking on board with them all the provisions they could amass from the wreck of the ship; and they had scarcely been an hour at sea, when the wind began to blow hard, and the sea ran

so high, that they were obliged to throw the greatest part of their provisions over-board, to avoid immediate destruction. This was a terrible misfortune, in a part of the world where food is so difficult to be got: However, they still persisted in their design, putting on shore as often as they could to seek subsistence. But about a fortnight after, another dreadful accident befel them, for the yawl sunk at an anchor, and one of the men in her was drowned; and as the barge was incapable of carrying the whole company, they were now reduced to the hard necessity of leaving four marines behind them on that desolate shore. But they still kept on their course to the northward, struggling with their disasters, and greatly delayed by the perverseness of the winds, and the frequent interruptions which their search after food occasioned: Till at last, about the end of January, having made three unsuccessful attempts to double a headland, which they supposed to be what the Spaniards called Cape Tres Montes, it was unanimously resolved to give over this expedition, the difficulties of which appeared insuperable, and to return again to Wager Island, where they got back about the middle of February, quite disheartened and dejected with their reiterated disappointments, and almost perishing with hunger and fatigue.

However, on their return they had the good luck to meet with several pieces of beef, which had been washed out of the ship, and were swimming in the sea. This was a most seasonable relief to them, after the hardships they had endured. And to compleat their good fortune, there came, in a short time, two canoes of Indians, amongst which was a native of Chiloe, who spoke a little Spanish; and the Surgeon, who was with Captain Cheap, understanding that language, he made a bargain with the Indian, that if he would carry the Captain and his People to Chiloe in the barge, he should have her, and all that belonged to her for his pains. Accordingly, on the 6th of March, the eleven persons to which the company was now reduced, embarked in the barge on this new expedition; but after having proceeded for a few days, the Captain and four of his principal Officers being on shore, the six, who together with an Indian remained in the barge, put off with her to sea, and did not return.

By this means there were left on shore Captain Cheap, Mr. Hamilton Lieutenant of Marines, the Honourable Mr. Byron, and Mr. Campbell, Midshipmen, and Mr. Elliot, the Surgeon. One would have thought their distresses had long before this time been incapable of augmentation; but they found, on reflection, that their

present situation was much more dismaying than any thing they had yet gone through, being left on a desolate coast, without any provision, or the means of procuring any; for their arms, ammunition, and every conveniency they were masters of, except the tattered habits they had on, were all carried away in the barge.

But when they had sufficiently revolved in their own minds the various circumstances of this unexpected calamity, and were persuaded that they had no relief to hope for, they perceived a canoe at a distance, which proved to be that of the Indian, who had undertaken to carry them to Chiloe, he and his family being then on board it. He made no difficulty of coming to them, for it seems he had left Captain Cheap and his People a little before to go a fishing, and had in the mean time committed them to the care of the other Indian, whom the sailors had carried to sea in the barge. But when he came on shore and found the barge gone and his companions missing, he was extremely concerned, and could with difficulty be persuaded that the other Indian was not murdered; but, being at last satisfied with the account that was given him, he still undertook to carry them to the Spanish settlements, and (as the Indians are well skilled in fishing and fowling) to procure them provisions by the way.

About the middle of March, Captain Cheap and the four who were left with him, set out for Chiloe, the Indian having procured a number of canoes, and gotten many of his neighbours together for that purpose. Soon after they embarked, Mr. Elliot the Surgeon died, so that there now remained only four of the whole company. At last, after a very complicated passage by land and water, Captain Cheap, Mr. Byron, and Mr. Campbel, arrived in the beginning of June at the Island of Chiloe, where they were received by the Spaniards with great humanity; but, on account of some quarrel among the Indians, Mr. Hamilton did not get thither till two months after. Thus, above a twelvemonth after the loss of the Wager, ended this fatiguing peregrination, which by a variety of misfortunes had diminished the company from twenty to no more than four, and those too brought so low, and their distresses continued but a few days longer, in all probability none of them would have survived. —

All hands being employed in forwarding our departure, we, on the 8th, about eleven in the morning, espied a sail to the N. E, which continued to approach us, till her course appeared even with the horizon. —

The Centurion being in the greatest forwardness, we immediately got all our hands on

board, set up our rigging, bent our sails, and by five in the afternoon got under sail. —

As soon as the vessel came within hail of the Commodore ordered them to bring to under his lee-quarter, and then hoisted out the boat and sent Mr. Saumarez, his first Lieutenant, to take possession of the prize, with directions to send all the prisoners on board the Centurion but first the officers and passengers. —

The prisoners, who were first sent on board the Centurion, informed us, that our prize was called Nuestra Señora del Monte Carmelo, and was commanded by Don Manuel Zamorra. —

"Besides several valuable Articles of trade, they found some Trunks of wrought Plate and 23 Sacks of Dollars each weighing upwards of 200 lbs. This being settled they made sail to the Northward in Company with the Prize and at six the next morning discovered the Island of Fernando where the next Day they came to an Anchor.

By the time we arrived here, the letters found on board our prize were more minutely examined: And, it appearing from them, and from the accounts of our prisoners, that several other Merchantmen were bound from Callao to Valparaiso, Mr. Anson dispatched the Tryal Sloop, the very next morning to cruise off the last-mentioned Port, reinforcing him with 100 hands from on board his own ship. —

But as these occupations took us up four or five days with all our industry, the Commodore, in that interval, directed that the guns belonging to the *Alma Pink*, being four six pounders, four four-pounders, and two swivels, should be mounted on board the *Carmelo*, our prize. And having sent on board the *Gloucester* six Passengers, and twenty-three seamen to assist in navigating the ship, he directed Captain Mitchell to leave the Island as soon as possible, the service requiring the utmost dispatch, ordering him to proceed to the latitude of five degrees South, and there to cruise off the highland of Mita, at such a distance from shore, as should prevent his being discovered. On this station he was to continue till he should be joined by the Commodore, which would be whenever it should be known that the Viceroy had fitted out the ships at Callao, or on Mr. Anson's receiving any other intelligence; that should make necessary to unite our strength. —

The *Centurion*, with her prize, the *Carmelo*, weighed from the bay of Juan Fernandez on the 19th of September. —

"On the 24th of September they were met by the *Trial* bringing a Spanish Prize along with her, the Cargo of which consisted nearly of the same as that of the *Carmelo*. The *Trial* however was in an exceeding bad Condition; besides being disma-

— 350 —

"red, she was so leaky that the Water increased very fast notwithstanding all hands had been employed at the Pumps.

The Commodore therefore had no choice left him, but that of taking out her people, and destroying her. But, at the same time, as he conceived it necessary for his Majesty's service to keep up the appearance of our force, he appointed the Tryal's prize (which had been often employed by the Viceroy of Peru as a man of war) to be a frigate in his Majesty's service, manning her with the Tryal's crew, and giving new commissions to the Captain and all the inferior officers accordingly. This new frigate, when in the Spanish service, had mounted thirty-two guns; but she was now to have only twenty which were the twelve that were on board the Tryal, and eight that had belonged to the Anne-Pink. When this affair was thus far regulated, Mr. Anson gave orders to Captain Saunders, to put it in execution, directing him to take out of the Sloop the arms, stores, ammunition, and every thing that could be of any use to the other ships, and then to scuttle her and sink her. And after Captain Saunders had seen her destroyed, he was to proceed with his new frigate (to be called the Tryal's prize) and to cruise off the highland of Valparaiso. —

By the 5th of November, at three in the afternoon, we were advanced within view of the high land of Barranca, lying in the latitude of $10^{\circ} : 36'$ South, bearing from us N. E. by E, distant eight or nine leagues; and an hour and an half afterwards we had the satisfaction we had so long wished for, of seeing a sail. —

"To which they gave chase", and after having fired "fourteen shot at her she struck."

This ship was named the Santa Teresa de Jesus, built at Guayaquil, of about three hundred tons burthen, and was commanded by Bartolome Urrunaga, a Biscayer. —

Besides our prize's crew, which amounted to forty-five hands, there were on board her ten passengers, consisting of four men and three women, who were natives of the country, born of Spanish parents, and three black female slaves that attended them. The women were a mother and her two daughters, the eldest about twenty-one, and the youngest about fourteen. —

On the 10th of November we were three leagues South of the southernmost Island of Lobos, lying in the latitude of $6^{\circ} : 27'$ South. —

The next morning, at day-break, we saw a ship in shore, and to windward, plying up to the coast: She had passed by us with the favour of the night, and we soon perceiving her not to

be the Gloucester, got our tacks on board, and gave her chase; but it proving very little wind, so that neither of us could make much way, the Commodore ordered the barge, his pinnace and the Tryal's pinnace to be manned and armed, and to pursue the chase and board her. Lieutenant Brett, who commanded the barge, came up with her first, about nine o'clock, and running along-side of her, he fired a volley of small shot between the masts, just over the heads of the people on board, and then instantly entered with the greatest part of his men; but the enemy made no resistance, being sufficiently frightened by the dazzling of the cutlasses, and the volley they had just received. Lieutenant Brett ordered the sails to be trimmed, and bore down to the Commodore, taking up in his way the two pinnaces. When he was arrived within about four miles of us he put off in the barge, bringing with him a number of the prisoners, who had given him some material intelligence, which he was desirous the Commodore should be acquainted with as soon as possible. On his arrival we learnt, that the prize was called Nuestra Señora del Carmin, of about two hundred and seventy tons burthen; she was commanded by Marcos Morena, a native of Venice, and had on board forty-three mariners: She was deep laden with steel, iron, wax, pepper, cedar

plank, snuff, rosarios, European bale goods, powder-blue, cinnamon, Romish indulgencies, and other species of merchandize. —

During our preparations, for surprising the City of Paita, the ships themselves stood towards the Port with all the sail they could make, being secure that we were yet at too great a distance to be seen. But about ten o'clock at night, the ships being then within five leagues of the place, Lieutenant Brett, with the boats under his command, put off, and arrived at the mouth of the bay without being discovered; but no sooner had he entered it, than some of the people on board a vessel riding at anchor there, perceived him, who instantly put off in their boat, rowing towards the fort, shouting and crying, the English, the English dogs, &c. by which the whole town was suddenly alarmed, and our people soon observed several lights hurrying backwards and forwards in the fort, and other marks of the inhabitants being in great motion. Lieutenant Brett, on this, encouraged his men to pull briskly up to the shore, that they might give the enemy as little time as possible to prepare for their defence. However, before our boats could reach the shore, the people in the fort had got ready some of their cannon, and pointed them towards the landing-place; and though in the darkness of the night it might be well supposed that

chance had a greater share than skill in their direction, yet the first shot passed extremely near one of the boats, whistling just over the heads of the crew. This made our people redouble their efforts; so that they had reached the shore and were in part disembarked by the time the second gun fired. As soon as our men landed, they were conducted by one of the Spanish Pilots to the entrance of a narrow street, not above fifty yards distant from the beach, where they were covered from the fire of the fort; and being formed in the best manner the shortness of the time would allow, they immediately marched for the parade, which was a large square at the end of this street, the fort being one side of the square, and the Governor's house another, as may be seen more distinctly in the plan, where likewise the road they took from their landing to the fort is marked out by a prickly line. In this march (though performed with tolerable regularity) the shouts and clamours of threescore sailors, who had been confined so long on shipboard, and were now for the first time on shore in an enemy's country, joyous as they always are, when they land, and animated besides in the present case with the hopes of an immense pillage; the huzza's, I say, of this spirited detachment, joined with the noise of their drums, and favoured by the night, had augmen-

ed their numbers, in the opinion of the enemy, to at least three hundred; by which persuasion the inhabitants were so greatly intimidated, that they were much more solicitous about the means of their flight than of their resistance: So that though upon entering the parade, our people received a volley from the Merchants who owned the treasure then in the town; and who, with a few others, had ranged themselves in a gallery that ran round the Governor's house, yet that post was immediately abandoned upon the first fire made by our people, who were thereby left in quiet possession of the parade.

On this success Lieutenant Brett divided his men into two parties, ordering one of them to surround the Governor's house, and if possible to secure the Governor, whilst he himself with the other marched to the fort, with an intent to force it. But, contrary to his expectation, he entered it without opposition; for the enemy, on his approach, abandoned it, and made their escape over the walls. By this means the whole place was mastered in less than a quarter of an hour's time from the first landing, with no other loss than that of one man killed on the spot, and two wounded.

The transporting the treasure from the Custom-house to the fort, was the principal occupation of Mr. Brett's people, after he had got pos-

session of the place. But the sailors, while they were thus employed, could not be prevented from entering the houses which lay near them, in search of private pillage. And the first thing which occurred to them, being the cloaths which the Spaniards in their flight had left behind them, and which, according to the custom of the country, were most of them either embroidered or laced, our people eagerly seized these glittering habits, and put them on over their own dirty trowsers and jackets; not forgetting, at the same time, the tye or bag-wig and laced hat, which were generally found with the cloaths; and when this practice was once begun, there was no preventing the whole detachment from imitating it. And those, who came latest into the fashion, not finding men's cloaths sufficient to equip themselves, they were obliged to take up with women's gowns and petticoats, which (provided there was finery enough) they make no scruple of putting on, and blending with their own greasy dress. So that when a party of them thus ridiculously metamorphised first appeared before Mr. Brett, he was extremely surprized at their appearance, and could not immediately be satisfied they were his own people. —

After the boats were gone off, we lay by till one o'clock in the morning, and then supposing our detachment to be near landing, we

made an easy sail for the bay. About seven in the morning we began to open the bay, and soon after we had a view of the town; and though we had no reason to doubt of the success of the enterprize, yet it was with great joy that we first discovered an infallible signal of the certainty of our hopes; this was by means of our perspectives, for thro' them we saw an English flag hoisted on the flag-staff of the fort, which to us was an incontestable proof that our people had got possession of the town. We plied into the bay with as much expedition as the wind, which then blew off shore, would permit us: and at eleven, the Tryal's boat came on board us, loaden with dollars and church-plate. —

And now we found that Mr. Brett had hitherto gone on in collecting and removing the treasure without interruption; but that the enemy had rendezvoused from all parts of the country on a hill, at the back of the town, where they made no inconsiderable appearance: For amongst the rest of their force, there were two hundred horse seemingly very well armed, and mounted, and, as we conceived, properly trained and regimented, being furnished with trumpets, drums and standards. These troops paraded about the hill with great ostentation, sounding their military musick, and practising every art to intimidate us, (as our numbers on shore were by this

time not unknown to them) in hopes that we might be induced by our fears to abandon the place before the pillage was completed. —

By this time we were convinced of what consequence it would have been to us, had fortune seconded the prudent views of the Commodore, by permitting us to have secured the Governor. For we found in the place many store-houses full of valuable effects, which were useless to us at present, and such as we could not find room for on board. But had the Governor been in our power, he would, in all probability, have treated for a ransom, which would have been extremely advantageous both to him and us. —

We had finished sending the treasure on board the Centurion the evening before; so that the third morning, being the 15th of November, the boats were employed in carrying of the most valuable part of the effects that remained in the town. And the Commodore intending to sail this day, he, about ten o'clock, pursuant to his promise, sent all his prisoners, amounting to eighty-eight, on shore, giving orders to Lieutenant Brett to secure them in one of the churches, under a strict guard, till he was ready to embark his men. Mr. Brett was at the same time ordered to set the whole town on fire, except the two churches (which by good fortune stood at some distance from the other houses) and

when he was to abandon the place, and to come on board. —

By the time our people were making the best of their way for the squadron, the flames had taken possession of every part of the town, and had got such hold, both by means of combustibles that had been distributed for that purpose, and by the slowness of the materials of which the houses were composed, and their aptitude to take fire, that it was sufficiently apparent, no efforts of the enemy (though they were locked down in great numbers) could possibly make a stop to it, or prevent the entire destruction of the place, and all the merchandize contained therein. —

"The 16th of November they left the Port of Paita.

"On the 17th were joined by the Gloucester which

"had taken two Prizes, two of these they burnt

"being very dull sailors; they now steered for Quibo

"where they anchored the 5th of December,

This Island of Quibo is extremely convenient

for wooding and watering; for the trees grow

close to the high-water mark, and a large rapid

stream of fresh water runs over the sandy beach

to the sea: So that we were little more than

two days in laying in all the wood and water

we wanted. —

"On the 12th they weighed Anchor and stood for

"Acapulco.

— 166 —

And now being in the track of the Manila galeon, it was a great doubt with us (as it was near the end of January) whether she was, or was not arrived. —

With this view the Commodore, after examining our prisoners very particularly, resolved to send a boat, under colour of the night, into the harbour of Acapulco, to see if the Manila ship was there or not, one of the Indians being very positive that this might be done without the boat itself being discovered. —

And now, having waited six days without any news of our barge, we began to be uneasy for her safety; but, on the 7th day, that is, on the 19th of February, she returned. The officers informed the Commodore, that they had discovered the harbour of Acapulco, which they esteemed to bear from us E. S. E. at least fifty leagues distant: That on the 17th, about two in the morning, they were got within the Island that lies at the mouth of the harbour, and yet neither the Spanish Pilot, nor the Indian who were with them, could give them any information where they then were; but that while they were lying upon their bars in suspense what to do, being ignorant that they were then at the very place they sought for, they discerned a small light upon the surface of the water, on which they instantly plied their paddles, and

moving as silently as possible towards it, they found it to be in a fishing canoe, which they surprised, with three Negroes that belonged to it. —

The officers further added, that they had immediately turned the canoe adrift against the face of a rock, where it would inevitably be dashed to pieces by the fury of the sea: This they did to deceive those who perhaps might be sent from the town to search after the canoe; and upon seeing several pieces of a wreck, they would immediately conclude that the people on board her had been drowned, and would have no suspicion of their having fallen into our hands. When the crew of the barge had taken this precaution, they exerted their utmost strength in pulling out to sea, and by dawn of day had gained such an offing, as rendered it impossible for them to be seen from the coast.

And now having gotten the three Negroes into our possession, who were not ignorant of the transactions at Acapulco, we were soon satisfied about the most material points which had long kept us in suspense: And on examination we found, that we were indeed disappointed in our expectation of intercepting the galeon before her arrival at Acapulco; but we learnt other circumstances which still revived our hopes, and which, we then conceived, would more than balance the opportunity we had already lost: For though

our Negroe prisoners informed us that the galeon arrived at Acapulco on our 9th of January, which was about twenty days before we fell in with the coast, yet they at the same time told us, that the galeon had delivered her cargoe, and was taking in water and provisions for her return, and that the Viceroy of Mexico had by proclamation, fixed her departure from Acapulco to the 14th of March, N. S. This last news was most joyfully received by us, as we had no doubt but she must certainly fall into our hands, and as it was much more eligible to seize her on her return, than it would have been to have taken her before her arrival, as the species for which she had sold her cargoe, and which she would now have on board, would be prodigiously more to be esteemed by us than the cargoe itself. —

"After a Cruise of 4 Weeks before Acapulco without meeting the Galeon, the Departure of which they feared had been put off in consequence of their being discovered; the Squadron set sail for Chequetan, where they came to an Anchor the 7th of April.

After our unsuccessful attempt to engage the people of the country, to furnish us with the necessaries we wanted, we desisted from any more endeavours of the same nature, and were obliged to be contented with what we could procure for ourselves in the neighbourhood of

the port. We caught fish here in tolerable quantities, especially when the smoothness of the water permitted us to hale the Seyne. Amongst the rest, we got here cavallies, breams, mullets, soles, fiddle-fish, sea-eggs, and lobsters: and we here, and in no other place, met with that extraordinary fish called the Torpedo, or numbing fish, which is in shape very like the fiddle-fish, and is not to be known from it but by a brown circular spot of about the bigness of a crown piece near the center of its back; perhaps its figure will be better understood, when we say it is a flat fish, much resembling the thorn-back. This fish, the Torpedo, is indeed of a most singular nature, productive of the strangest effects on the human body: For whoever handles it, or happens even to set his foot upon it, is presently seized with a numbness all over him; that which is more distinguishable, in that limb which was in immediate contact with it. The same effect too will be in some degree produced by touching the fish with any thing held in the hand; for I myself had a considerable degree of numbness conveyed to my right arm, through a walking cane which I rested on the body of the fish for some time; and I make no doubt but I should have been much more sensibly affected, had not the fish been near expiring when I made the experiment: For it is observable that this in-

fluence acts with most vigour when the fish is first taken out of the water, and entirely ceases when it is dead, so that it may be then handled or even eaten without any inconvenience. I shall only add that the numbness of my arm on this occasion did not go off on a sudden, as the accounts of some Naturalists gave me reason to expect, but diminished gradually, so that I had some sensation of it remaining till the next day.

Towards the latter end of April, the unloading of our three prizes, our wooding and watering, and, in short, all our proposed employments at the harbour of Chequetan, were completed: So that, on the 27th of April, the Tryal's Prize, the Carmelo and the Carmin, which we here intended to destroy, were towed on shore and scuttled, and a quantity of combustible materials were distributed in their upper works; and the next morning the Centurion and the Gloucester weighed anchor. —

When we were necessitated to make Chequetan to take in our water, Mr. Anson considered that our being in that harbour would soon be known at Acapulco; and therefore hoped, that on the intelligence of our being employed in port, the galeon might put to sea especially as Chequetan is so very remote from the course generally steered by the galeon: we therefore ordered the Cutter to cruise twenty

fish four days off the port of Acapulco, and her
cease Commander was directed, on perceiving the ga-
handle been under sail, to make the best of his way to
I shall the Commodore at Chequetan. —

By Sunday, the 2d of May, we were ad-
vanced within three leagues of Acapulco, and
having seen nothing of our boat, we gave her
over for lost, which, besides the compassionate
concern for our shipmates, and for what it was
apprehended they might have suffered, was in
itself a misfortune, which, in our present scar-
city of hands, we were all greatly interested in:
for the crew of the Cutter, consisting of six men
and the Lieutenant, were the very flower of our
people, purposely pickt out for this service, and
known to be every one of them of tried and ap-
proved resolution, and as skilful seamen as ever
stood a deck. However, as it was the general
belief among us that they were taken and carried
to Acapulco, the Commodore's prudence sug-
gested a project which we hoped would recover
them. This was founded on our having many
Spanish and Indian prisoners in our possession,
and a number of sick Negroes, who could be of
service to us in the navigating of the ship.
The Commodore therefore wrote a letter the
same day to the Governor of Acapulco, telling
him, that he would release them all, provided
the Governor returned the Cutter's crew; and

the letter was dispatched the same afternoon by a Spanish officer, of whose Honour we had a good opinion, and who was furnished with a launch belonging to one of our prizes, and a crew of six other prisoners who all gave their parole for their return. The officer too, besides the Commodore's letter, carried with him a joint petition signed by all the rest of the prisoners, beseeching his Excellence to acquiesce in the terms proposed for their liberty. From consideration of the number of our prisoners, and the quality of some of them, we did not doubt but the Governor would readily comply with Mr. Anson's proposal, and therefore we kept plying on and off the whole night, intending to keep well in with the land, that we might receive an answer at the limited time, which was the next day, being Monday: But both on the Monday and Tuesday we were driven so far off shore, that we could not hope to receive any answer; and on the Wednesday morning we found ourselves fourteen leagues from the harbour of Acapulco; but as the wind was now favourable, we pressed forwards with all our sail, and did not doubt of getting in with the land in a few hours. Whilst we were thus standing in, the man at the mast-head called out that he saw a boat under sail at a considerable distance to the South eastward: This we took for granted

was the answer of the Governor to the Commodore's message, and we instantly edged towards her; but when we drew nearer, we found to our unspeakable joy that it was our own Cutter. While she was still at a distance we imagined that she had been discharged out of the port of Acapulco by the Governor; but when she drew nearer, the wan and meager countenances of the crew, the length of their beards, and the feeble and hollow tone of their voices, convinced us that they had suffered much greater hardships than could be expected from even the severities of a Spanish prison. They were obliged to be helped into the ship, and were immediately put to bed, and with rest, and nourishing diet, which they were plentifully supplied with from the Commodore's table, they recovered their health and vigour apace: And now we learnt that they had kept the sea the whole time of their absence, which was above six weeks, and when they finished their cruise before Acapulco, and had just begun to ply to the westward in order to join the squadron, a strong adverse current had forced them down the coast to the eastward in spite of all their efforts; and at length their water being all expended, they were obliged to search the coast farther on to the eastward, in quest of some convenient landing-place, where they might get a fresh sup-

ply; that in this distress they ran upwards of eighty leagues to leeward, and found every where so large a surf, that there was not the least possibility of their landing; that they passed some days in this dreadful situation, without water, and having no other means left them to allay their thirst than sucking the blood of the turtle, which they caught; and at last, giving up all hopes of relief, the heat of the climate too augmenting their necessities, and rendering their sufferings insupportable, they abandoned themselves to despair, fully persuaded that they should perish by the most terrible of all deaths; but that they were soon after happily relieved by a most unexpected incident, for there fell so heavy a rain, that by spreading their sails horizontally, and by putting bullets in the center of them to draw them to a point, they caught as much water as filled all their cask; that immediately upon this fortunate supply they stood to the westward in quest of the Commodore, and being now luckily favoured by a strong current, they joined us in less than fifty hours, from the time they stood to the westward, after having been absent from us full forty-three days. Those who have an idea of the inconsiderable size of a Cutter belonging to a sixty gun ship (being only an open boat about twenty-two feet in length) and who will attend to the various

accidents to which she was exposed during a six weeks continuance alone, in the open ocean, on so impracticable and dangerous a coast, will readily own, that her return to us at last, after all the difficulties which she actually experienced, and the hazards to which she was each hour exposed, may be considered as little short of miraculous.

When, on the 6th of May 1742, we left the coast of America, we stood to the S. W. with view of meeting with the N. E. trade-wind, which the accounts of former writers made us expect at seventy or eighty leagues distance from the land: We had besides another reason for standing to the southward, which was the getting into the latitude of 13 or 14° North; that being the parallel where the Pacific Ocean is most usually crossed, and consequently where the navigation is esteemed the safest: This last purpose we had soon answered, being in a day or two sufficiently advanced to the South. At the same time we were also farther from the shore, than we had presumed was necessary for the falling in with the trade-wind: But in this particular we were most grievously disappointed; for the wind still continued to the westward, or at best variable. As the getting into the N. E. trade, was to us a matter of the last consequence, we stood more to the southward, and made many

experiments to meet with it; but all our efforts were for a long time unsuccessful: So that it was seven weeks, from our leaving the coast, before we got into the true trade-wind. —

For our two ships were by this time extremely crazy; and many days had not passed, before we discovered a spring in the foremast of the Centurion, which rounded about twenty inches of its circumference, and which was judged to be at least four inches deep: And no sooner had our Carpenters secured this with fishing it, but the Gloucester made a signal of distress and we learnt that she had a dangerous spring in her main-mast, twelve feet below the trussing-trees; so that she could not carry any sail upon it. Our Carpenters, on a strict examination of this mast, found it so very rotten and decayed that they judged it necessary to cut it down as low as it appeared to have been injured; and by this it was reduced to nothing but a stump, which served only as a step to the top-mast. These accidents augmented our delay, and occasioned us great anxiety about our future security: From our leaving the coast of Mexico, the scurvy had begun to make its appearance again among our people; though from our departure from Juan Fernandez we had till then enjoyed a most uninterrupted state of health. We too well knew the effects of this disease, from our former fa-

experience, to suppose that any-thing but a speedy passage could secure the greater part of our crew from perishing by it. —

I shall now add, that when we reached the trade-wind, and it settled between the North and the East, yet it seldom blew with so much strength, but the Centurion might have carried all her small sails abroad with the greatest safety; so that now, had we been a single ship, we might have run down our longitude apace, and have reached the Ladrões soon enough to have recovered great numbers of our men, who afterwards perished. But the Gloucester, by the loss of her main-mast, sailed so very heavily, that we had seldom any more than our top-sails set, and yet were frequently obliged to lie too close for her: And, I conceive, that in the whole we lost little less than a month by our attendance upon her, in consequence of the various mishances she encountered. —

The trade-wind continued to favour us without any fluctuation, from the end of June till towards the end of July. But on the 26th of July, being then, as we esteemed, about three hundred leagues distant from the Ladrões, we met with a westerly wind, which did not come about again to the eastward in four days time. This was a most dispiriting incident, as it at once damped all our hopes of speedy relief.

especially too as it was attended with a vexatious accident to the Gloucester: For in one part of these four days the wind flatted to a calm, and the ships rolled very deep; by which means the Gloucester's forecap split, and her top-mast came by the board, and broke her fore-yard directly in the slings. As she was hereby rendered incapable of making any sail for some time, we were obliged, as soon as a gale sprung up, to take her in tow; and near twenty of the healthiest and ablest of our seamen were taken from the business of our own ship, and were employed for eight or ten days together on board the Gloucester in repairing her damages: But these things, mortifying, as we thought them, were but the beginning of our disasters; for scarce had our people finished their business in the Gloucester, before we met with a most violent storm in the western board, which obliged us to lie to. In the beginning of this storm our ship sprung a leak, and let in so much water, that all our people, officers included, were employed continually in working the pumps. And the next day we had the vexation to see the Gloucester, with her top-mast once more by the board; and whilst we were viewing her with great concern for this new distress, we saw her main-top mast, which had hitherto served as a jury main-mast, share the same fate. This compleated our mis-

fortunes; and rendered them without resource; for we knew the Gloucester's crew were so few and feeble, that without our assistance they could not be relieved: And our sick were now so far encreased, and those that remained in health so continually fatigued with the additional duty of our pumps, that it was impossible for us to lend them any aid. Indeed we were not as yet fully apprized of the deplorable situation of the Gloucester's crew; for when the storm abated, (which during its continuance prevented all communication with them) the Gloucester bore up under our stern; and Captain Mitchel informed the Commodore, that besides the loss of his masts, which was all that had appeared to us, the ship had then no less than seven feet of water in her hold, although his officers and men had been kept constantly at the pump for the last twenty-four hours. —

All that could be done was to send our boat on board for a more particular condition of the ship; and it was soon suspected that the taking her people on board us, and then destroying her, was the only measure that could be prosecuted in the present emergency, both for the security of their lives and of our own.

Our boat soon returned with a representation of the state of the Gloucester, and of her several defects, signed by Captain Mitchel and

all his officers; by which it appeared, that she had sprung a leak by the stern-post being loose, and working with every roll of the ship, and by two beams a midships being broken in the orlop; no part of which the Carpenters reported was possible to be repaired at sea: That both officers and men had worked twenty-four hours at the pump without intermission, and were at length so fatigued, that they could continue their labour no longer; but had been forced to desist, with seven feet of water in the hold, which covered their cask, so that they could neither come at fresh water, nor provision: That they had no mast standing, except the fore-mast, the mizen-mast, and the mizen top-mast, nor had they any spare masts to get up in the room of those they had lost: That the ship was besides extremely decayed in every part, for her knees and clamps were all worked quite loose, and her upper works in general were so loose, that the quarter-deck was ready to drop down: And that her crew was greatly reduced, for there remained alive on board her no more than seventy-seven men, eighteen boys, and two prisoners, officers included; and that of this whole number, only sixteen men, and eleven boys were capable of keeping the deck, and several of these very infirm.

And therefore the Commodore immediately sent an order to Captain Mitchel, as the weather

was now calm and favourable, so send his people on board the Centurion as expeditiously as he could; and to take out such stores as he could get at, whilst the ship could be kept above water. —

It was the 15th of August, in the evening, before the Gloucester was cleared of every thing that was proposed to be removed. —

When she was set on fire, Captain Mitchel and his officers left her, and came on board the Centurion: And we immediately stood from the wreck, not without some apprehensions (as we had now only a light breeze) that if she blew up soon, the concussion of the air might damage our rigging; but she fortunately burnt, though very fiercely, the whole night, her guns firing successively, as the flames reached them. And it was six in the morning, when we were about four leagues distant, before she blew up; the report she made upon this occasion was but a small one, but there was an exceeding black pillar of smoke, which shot up into the air to a very considerable height. —

The 23d, at day-break, we were cheered with the discovery of two Islands in the western board: This gave us all great joy, and raised our drooping spirits; for before this an universal dejection had seized us, and we almost despaired of ever seeing land again. —

It was the 26th of August 1742, in the morning, when we lost sight of Anatacan. The next morning we discovered three other Islands to the eastward, which were from ten to fourteen leagues from us. These were, as we afterwards learnt, the Islands of Saypan, Tinian, and Agnigan. —

We showed Spanish colours, and hoisted a red flag at the fore top-mast-head, to give our ship the appearance of the Manila galeon, hoping thereby to decoy some of the inhabitants on board us. Thus preparing ourselves, and standing towards the land, we were near enough, at three in the afternoon, to send the Cutter in shore, to find out a proper birth for the ship; and we soon perceived that a proa came off the shore to meet the Cutter, fully persuaded, as we afterwards found, that we were the Manila ship. As we saw the Cutter returning back with the proa in tow, we immediately sent the Pinnace to receive the proa and the prisoners, and to bring them on board, that the Cutter might proceed on her errand. The Pinnace came back with a Snaniard and four Indians, which were the people taken in the proa. The Spaniard was immediately examined as to the produce and circumstances of this Island of Tinian, and his account of it surpassed even our most sanguine hopes; for he informed us that it was un-

inhabited, which, in our present defenceless condition, was an advantage not to be despised, especially as it wanted but few of the conveniences that could be expected in the most cultivated country; for he assured us, that there was great plenty of very good water, and that there were an incredible number of cattle, hogs, and poultry running wild on the Island, all of them excellent in their kind; that the woods produced sweet and sour oranges, limes, lemons and coconuts in great plenty, besides a fruit peculiar to these Islands (called by Dampier, Bread-fruit); that from the quantity and goodness of the provisions produced here, the Spaniards at Guam made use of it as a store for supplying the garrison; that he himself was a Serjeant of that Garrison, and was sent here with twenty-two Indians to jerk beef, which he was to load for Guam on board a small bark of about fifteen tun, which lay at anchor near the shore. —

When our sick were well settled on the Island, we employed all the hands that could be spared from attending them, in arming the cables with a good rounding, several fathom from the anchor, to secure them from being rubbed by the coral rocks, which here abounded: And this being compleated, our next attention was to our leak, and in order to raise it out of water, we, on the first of September, began to get the

guns aft to bring the ship by the stern; and now the Carpenters, being able to come at it on the outside, ripped of the old sheathing that was left, and caulked all the seams on both sides the cut-water, and leaded them over, and then new sheathed the bows to the surface of the water. By this means we conceived the defect was sufficiently secured; but upon our beginning to bring the guns into their places, we had the mortification to perceive, that the water rushed into the ship in the old place, with as much violence as ever: Hereupon we were necessitated to begin again; and that our second attempt might be more effectual, we cleared the fore store-room and sent a hundred and thirty barrels of powder on board the small Spanish bark we had seized here, by which means we raised the ship about three feet out of the water forwards, and the Carpenters ripped of the sheathing lower down; and new caulked all the seams, and afterwards laid on new sheathing; and then, supposing the leak to be effectually stopped, we began to move the guns forwards; but the upper deck guns were scarcely in their places, when, to our amazement, it burst out again; and now, as we did not cut away the lining within board, lest the but-end or a plank might start, and we might go down immediately, we had no other resource left than chincing and caulking within board.

and indeed by this means the leak was stopped for some time; but when our guns were all in their places, and our stores were taken on board, the water again forced its way through a hole in the stem, where one of the bolts was driven in; and on this we desisted from all farther efforts, being now well assured, that the defect was in the stem itself, and that it was not to be remedied till we should have an opportunity of heaving down. —

On the 22d, the wind blew from the eastward with such fury, that we soon despaired of riding out the storm; and therefore we should have been extremely glad that the Commodore and the rest of our people on shore, which were the greatest part of our hands, had been on board with us, since our only hopes of safety seemed to depend on our putting immediately to sea; but all communication with the shore was now effectually cut off, for there was no possibility that a boat could live, so that we were necessitated to ride it out, till our cables parted. Indeed it was not long before this happened, for the small bower parted at five in the afternoon, and the ship swung off to the best bower; and the night came on, the violence of the wind all increased; but notwithstanding its inexpressible fury, the tide ran with so much rapidity, to prevail over it; for the tide having set to

the northward in the beginning of the storm, turned suddenly to the southward about six in the evening, and forced the ship before it in the despite of the storm, which blew upon the beam: And now the sea broke most surprizingly all round us, and a large tumbling swell threatened to poop us; the long boat, which was at this time moored a-stern, was on a sudden carried so high, that it broke the transom of the Commodore's gallery, whose cabin was on the quarter-deck, and would doubtless have risen as high as the taffarel, had it not been for the stroke which stove the boat all to pieces; but the poor boat-keeper, though extremely bruised, was saved almost by miracle. About eight, the tide slackened, but the wind did not abate, so that at eleven, the best bower cable, by which alone we rode, parted. Our sheet anchor, which was the only one we had left, was instantly cut from the bow; but before it could reach the bottom, we were driven from twenty-two into thirty-five fathom; and after we had veered away one whole cable, and two thirds of another, we could not find ground with sixty fathom of line: This was a plain indication, that the anchor lay near the edge of the bank, and could not hold us. In this pressing danger Mr. Saumarez, our first Lieutenant, who now commanded on board, ordered several guns to

be fired, and lights to be shown, as a signal to the Commodore of our distress; and in a short time after, it being then about one o'clock, and the night excessively dark, a strong gust, attended with rain and lightning, drove us off the bank, and forced us out to sea, leaving behind, on the Island, Mr. Anson, with many more of our officers, and great part of our crew, amounting in the whole to an hundred and thirteen persons. Thus were we all, both at sea and on shore, reduced to the utmost despair by this catastrophe, those on shore conceiving they had no means left them ever to leave the Island, and we on board utterly unprepared to struggle with the fury of the seas and winds, we were now exposed to, and expecting each moment to be our last. —

The storm, which drove the Centurion to sea, blew with too much turbulence to permit either the Commodore or any of the people on board from hearing the guns, which she fired as signals of distress; and the frequent glare of the lightning had prevented the explosions from being observed: So that, when at day-break, it was perceived from the shore that the ship was missing, there was the utmost consternation amongst them: For much the greatest part of them immediately concluded that she was lost. — Their desponding thoughts could only sug-

gest to them the melancholy prospect of spending the remainder of their days on this Island and bidding adieu for ever to their country, their friends, their families, and all their domestic endearments. —

In the midst of these gloomy reflections Mr. Anson had doubtless his share of disquietude; but he always kept up his usual composure and steadiness: And having soon projected a scheme for extricating himself and his men from their present anxious situation, he communicated it to some of the most intelligent persons about him; and having satisfied himself that it was practicable, he then endeavoured to animate his people to a speedy and vigorous prosecution of it. With this view he represented to them, how little foundation there was in their apprehensions of the Centurion's being lost: That he should have hoped, they had been all of them better acquainted with sea-affairs than to give way to the impression of so chimerical a fright; and that he doubted not, but they would seriously consider what such a vessel was capable of enduring, they would conclude that there was not the least probability of her having perished: That he was not without hopes that she might return in a few days; but if she did not, the worst that could be supposed, was that she was driven so far to the leeward of

land that she could not regain it, and that she would consequently be obliged to bear away for Macao on the coast of China: That as it was necessary to be prepared against all events, he had, in this case, considered of a method of carrying them off the Island, and joining their old ship the Centurion again at Macao: That this method was to hale the Spanish bark on shore, to saw her asunder, and to lengthen her twelve feet, which would enlarge her to nearly four hundred burthen, and would enable her to carry them all to China. —

These remonstrances, though not without effect, did not immediately operate so powerfully as Mr. Anson could have wished: He indeed raised their spirits, by showing them the possibility of their getting away, of which they had before despaired; but then, from their confidence of this resource, they grew less apprehensive of their situation, gave a greater scope to their hopes, and flattered themselves that the Centurion would return and prevent the execution of the Commodore's scheme, which they could easily foresee would be a work of considerable labour: By this means, it was some days before they were all of them heartily engaged in the project. —

It fortunately happened that the Carpenters, both of the Gloucester and of the Tryal, with

their chests of tools, were on shore when the ship drove out to sea; the Smith too was on shore, and had with him his forge and some tools, but unhappily his bellows had not been brought from on board; so that he was incapable of working, and without his assistance they could not hope to proceed with their design: Their first attention therefore was to make him a pair of bellows, but in this they were for some time puzzled, by their want of leather; however, they had hides in sufficient plenty, and they had found a hoghead of lime, which the Indians and Spaniards had prepared for their own use, they tanned some hides with this lime; and though we may suppose the workmanship to be but a little different, yet the leather they thus made served tolerably well, and the bellows (to which a gun barrel served for a pipe) had no other inconvenience, than that of being somewhat strongly scented from the imperfection of the Tanner's work. —

After this, it was natural to expect that the officers would consider on the course they were to steer, and the land they were to make. These reflections led them to the disheartening discovery, that there was neither compass nor quadrant on the Island. Indeed the Commodore had brought a pocket-compass on shore for his own use; but Lieutenant Brett had borrowed

determine the position of the neighbouring lands, and he had been driven to sea in the Centurion, without returning it: And as to a quadrant, that could not be expected to be found on shore, for as it was of no use at land, there could be no reason for bringing it from board the ship. It was eight days, from the departure of the Centurion, before they were any degree relieved from this terrible perplexity: At last, in rumaging a chest belonging to the Spanish bark, they found a small compass, which, though little better than the toys usually made for the amusement of school-boys, was to them an invaluable treasure. And a few days after, by a similar piece of good fortune, they found a quadrant on the sea-shore, which had been thrown over-board amongst other lumber belonging to the dead: The quadrant was eagerly seized, but on examination, it unluckily wanted vanes, and therefore in its present state was altogether useless; however, fortune still continuing in a favourable mood, it was not long before a person out of curiosity pulling out the drawer of an old table, which had been given on shore, found therein some vanes, which fitted the quadrant very well; and it being thus compleated, it was examined by the known latitude of the place, and was found to answer to a sufficient degree of exactness. —

But their projects and labours were now drawing to a speedier and happier conclusion for on the 11th of October, in the afternoon one of the Gloucester's men, being upon a hill in the middle of the Island, perceived the Centurion at a distance, and running down with his utmost speed towards the landing-place, he, in the way, saw some of his comrades, to whom he hollowed out with great extasy, The ship's crew, on hearing the shout, hurried to the shore, and the ship. This being heard by Mr. Gordon, Lieutenant of marines, who was convinced by the fellow's transport that his report was true, Mr. Gordon ran towards the place where the Commodore and his people were at work, and

ing fresh and in breath, easily outstripped the Gloucester's man, and got before him to the commodore, who, on hearing this happy and unexpected news, threw down his axe with which he was then at work, and by his joy broke through, for the first time, the equable and unvaried character which he had hitherto preserved; the others, who were with him, instantly ran down to the sea-side in a kind of frenzy, eager to feast themselves with a sight they had ardently wished for, and of which they had now for a considerable time despaired. By five in the evening, the Centurion was visible in the sight of them all; and, a boat being sent off with eighteen men to reinforce her, and with fresh meat and fruits for the refreshment of her crew, she, the next afternoon, happily came to anchor in the road, where the Commodore immediately came on board her, and was received by us with the sincerest and heartiest exclamations. —

The Centurion being now once more safely arrived at Tinian, to the mutual respite of the labours of our divided crew, it is high time that the reader, after the relation already given of the projects and employment of those who were on shore, should be apprized of the fatigues and distresses, to which we, who were thrown off to sea, were exposed during the

long interval of nineteen days that we were sent from the Island.

It has been already mentioned, that it was the 22d of September, about one o'clock, in an extreme dark night, when by the united violence of a prodigious storm, and an exceeding rapid tide, we were driven from our anchors and forced to sea. Our condition then was truly deplorable; we were in a leaky ship, with three cables in our hawses, to one of which hung our only remaining anchor; we had not a gun on board lashed, nor a port barred in: our shrouds were loose, and our top-masts unrigged, and we had struck our fore and main-yards down, before the storm came on, so that there were no sails we could set, except our mizen.

The turbulent weather, which forced us from Tinian, did not begin to abate, till three days after; and then we swayed up the fore-yard, and began to heave up the main-yard, but the jeers broke and killed one of our men, and prevented us at that time from proceeding.

The business of this day was no less than attempt to heave up the sheet-anchor, which had hitherto dragged at our bows with two cables an end. This was a work of great importance to our future preservation: For, not to mention the impediment to our navigation, and the hazard it would be to our ship, if we

tempted to make sail with the anchor in its present situation, we had this most interesting consideration to animate us, that it was the only anchor we had left. —

We laboured at it with the severest application for full twelve hours, when we had indeed made a considerable progress, having brought the anchor in sight; but, it then growing dark, and we being excessively fatigued, we were obliged to desist, and to leave our work unfinished, till the next morning, when, by the benefit of a night's rest, we completed it, and hung the anchor at our bow.

It was the 27th of September in the morning, that is, five days after our departure, when we thus secured our anchor; and the same day, we got up our main-yard: And having now conquered in some degree the distress and disorder which we were necessarily involved in at our first driving out to sea, and being enabled to make use of our canvases, we set our courses, and for the first time stood to the eastward, in hopes of regaining the Island of Tinian, and joining our Commodore in a few days: For we were then, from our accounts, only forty-seven leagues to the South West of Tinian; so that on the first day of October, having then run the distance necessary for making the Island according to our reckoning, we were in full expectation of seeing

it; but we were unhappily disappointed, and were thereby convinced, that a current had driven us to the westward. And as we could not judge how much we might hereby have deviated, and consequently how long we might still expect to be at sea, we had great apprehensions that our stock of water might prove deficient; for we were doubtful about the quantity we had on board, and found many of our casks so decayed as to be half leaked out. However, we were delivered from our uncertainty the next day by having sight of the Island of Guam, by which we discovered that the currents had driven us forty-four leagues to the westward of our accounts. This sight of land having satisfied us of our situation, we kept plying to the eastward though with excessive labour, for, the wind continuing fixed in the eastern board, we were obliged to tack often, and our crew were so wearied that, without the assistance of every man on board, it was not in our power to put the ship about: This severe employment lasted till the 11th of October, being the nineteenth day from our departure; when arriving in the offing of Tinian, we were reinforced from the shore, hath been already mentioned; and on the evening of the same day, we, to our inexpressible joy, came to an anchor in the road, there procuring to our shipmates on shore, as well

ourselves, a cessation from the fatigues and apprehensions, which this disastrous incident had given rise to. —

On our coming to an anchor again, after our second driving off to sea, we laboured indigibly in getting in our water; and having, by the 20th of October, compleated it to fifty fathoms, which we supposed would be sufficient for our passage to Macao, we, on the next day, sent one of each mess on shore, to gather as large a quantity of oranges, lemons, coco-nuts and other fruits of the Island, as they possibly could, for the use of themselves and mess-mates, when at sea. And, these purveyors returning on board us on the evening of the same day, we then set fire to the bark and proa, hoisted in our boats, and got under sail, steering away for the South-end of the Island of Formosa, and taking our leaves, for the third and last time, of the Island of Tinian. —

The eastern monsoon was now, we reckoned, fairly settled; and we had a constant gale blowing right upon our stern. —

Having now no other but our sheet-anchor left, except our prize-anchors, which were stowed in the hold, and were too light to be depended on, we were under great concern how we should manage on the coast of China, where we were all entire strangers, and where we

should doubtless be frequently under the necessity of coming to an anchor. Our sheet-anchor being obviously much too heavy for a coasting anchor, it was at length resolved, to fix two of our largest prize-anchors into one stock, and to place between their shanks two guns, four pounders, which was accordingly executed, and it was to serve as a best bower: And a third prize-anchor being in like manner joined with our stream-anchor, with guns between them, we thereby made a small bower; so that, besides our sheet-anchor, we had again two others at our bows, one of which weighed 3900, and the other 2900 pounds. —

When we got sight of the Island of Formosa, we steered W. by S, in order to double its extremity, and kept a good look-out for the rocks of Vele Rete, which we did not see till two in the afternoon. —

While we were passing by the rocks of Vele Rete, there was an outcry of fire on the fore-castle; this occasioned a general alarm; and the whole crew instantly flocked together in the utmost confusion, so that the officers found it difficult for some time to appease the uproar: But having at last reduced the people to order, it was perceived that the fire proceeded from the furnace; and pulling down the brick-work, it was extinguished with great facility, for it had

taken its rise from the bricks, which, being over-heated, had begun to communicate the fire to the adjacent wood-work. —

It was on the 5th of November, at midnight, when we first made the coast of China; and the next day, about two o'clock, as we were standing to the westward within two leagues of the coast, and still surrounded by fishing vessels in as great numbers as at first, we perceived that a boat a-head of us waved a red flag, and blew a horn: This we considered as a signal made to us, either to warn us of some shoal, or to inform us that they would supply us with a Pilot, and in this belief we immediately sent our Cutter to the boat, to know their intentions; but we were soon made sensible of our mistake, and found that this boat was the Commodore of the whole fishery, and that the signal she had made, was to order them all to leave off fishing, and to return in shore, which we saw them instantly obey. —

We were still surrounded by fishing-boats; and we once more sent the Cutter on board one of them, to endeavour to procure a Pilot, but could not prevail; however, one of the Chinese directed us by signs to sail round the westernmost of the islands or rocks of Lema, and then to hale up. We followed this direction, and in the evening came to an anchor in eighteen fathom. —

After having continued at anchor all night, we, on the 9th; at four in the morning, sent our Cutter to sound the channel, where we proposed to pass; but before the return of the Cutter, a Chinese Pilot put on board us, and told us, in broken Portuguese, he would carry us to Macao for thirty dollars: These were immediately paid him, and we then weighed and made sail; and soon after, several other Pilots came on board us, who, to recommend themselves, produced certificates from the Captains of several ships they had pilotted in, but we continued the ship under the management of the Chinese who came first on board. By this time we learnt, that we were not far distant from Macao, and that there were in the river of Canton, at the mouth of which Macao lies, eleven European ships, of which four were English.

Thus, after a fatiguing cruise of above two years continuance, we once more arrived in an amicable port, in a civilized country; where the conveniencies of life were in great plenty; where the naval stores, which we now extremely wanted, could be in some degree procured; where we expected the inexpressible satisfaction of receiving letters from our relations and friends and where our countrymen, who were lately arrived from England, would be capable of answering the numerous enquiries we were prepared

to make, both about public and private occurrences, and to relate to us many particulars, which, whether of importance or not, would be listened to by us with the utmost attention, after the long suspension of our correspondence with our country, to which the nature of our undertaking had hitherto subjected us. —

The Commodore, not to depart from his usual prudence, no sooner came to an anchor in Macao road, than he dispatched an officer with his compliments to the Portuguese Governor of Macao, requesting his Excellency, by the same officer, to advise him in what manner it would be proper to act, to avoid offending the Chinese, which, as there were then four of our ships in their power at Canton, was a matter worthy of attention. The difficulty, which the Commodore principally apprehended, related to the duty usually paid by all ships in the river of Canton, according to their tonnage. For as men of war are exempted in every foreign harbour from all manner of port charges, the Commodore thought it would be derogatory to the honour of his country, so submit to this duty in China: And therefore he desired the advice of the Governor of Macao, who, being an European, could not be ignorant of the privileges claimed by a British man of war, and consequently might be expected to give us the best

lights for avoiding this perplexity. Our boat returned in the evening with two officers sent by the Governor, who informed the Commodore, that it was the Governor's opinion, that if the Centurion ventured into the river of Canton, the duty would certainly be demanded; and therefore, if the Commodore approved of it, he would send him a Pilot, who should conduct us into another safe harbour, called the Typa, which was every way commodious for careening the ship (an operation we were resolved to begin upon as soon as possible) and where the above-mentioned duty would, in all probability, be never asked for.

This proposal the Commodore agreed to, and in the morning we weighed anchor, and, under the direction of the Portuguese Pilot, steered for the intended harbour. —

"After many Difficulties and Objections from the
"Chinese Government Anson at Length got Permission to heave down and repair his Vessel. This
"being executed with all possible care and Expedition he weighed Anchor the 19th of April and
"stood to sea.

The Commodore was now got to sea, with his ship very well refitted, his stores replenished, and an additional stock of provisions on board. His crew too was somewhat reinforced; for he had entered twenty-three men during his stay at

Macao, the greatest part of which were Lascars or Indian sailors, and some few Dutch. He gave out at Macao, that he was bound to Batavia, and thence to England. —

But being now at sea, and entirely clear of the coast, he summoned all his people on the quarter-deck, and informed them of his resolution to cruise for the two Manila ships, of whose wealth they were not ignorant. He told them he should chuse a station, where he could not fail of meeting with them; and though they were stout ships, and full manned, yet, if his own people behaved with their accustomed spirit, he was certain he should prove too hard for them both, and that one of them at least could not fail of becoming his prize. —

This speech of the Commodore's was received by his people with great joy. —

For firmly relying on the assurances of the Commodore, that they should certainly meet with the vessels, they were all of them too sanguine to doubt a moment of mastering them; so that they considered themselves as having them already in their possession. And this confidence was so universally spread thro' the whole ship's company, that, the Commodore having taken some Chinese sheep to sea with him for his own provision, and one day enquiring of his Butcher, why, for some time past, he had

seen no mutton at his table, asking him if all the sheep were killed, the Butcher very seriously replied, that there were indeed two sheep left, but that if his Honour would give him leave, he proposed to keep those for the entertainment of the General of the galeons. —

After getting a sight of the Bashee Islands, they stood between the S. and S. W. for Cape Espiritu Santo. —

It was the last of May, by the foreign stile, when they arrived off this Cape; and, the month of June, by the same stile, being that in which the Manila ships are usually expected, the Centurion's people were now waiting each hour with the utmost impatience for the happy crisis which was to ballance the account of all their past calamities. As from this time there was but small employment for the crew, the Commodore ordered them almost every day to be exercised in the management of the great guns, and in the use of their small arms. This had been his practice, more or less, at all convenient seasons during the whole course of his voyage; and the advantages which he received from it, in his engagement with the galeon, were an ample recompence for all his care and attention. Indeed, it should seem that there are few particulars of a Commander's duty of more importance than this, how much soever it may have been sometimes

if all overlooked or misunderstood: For it will, I suppose, be confessed, that in two ships of war, equal in the number of their men and guns, the disproportion of strength, arising from a greater or less dexterity in the use of their great guns and small arms, is what can scarcely be ballanced by any other circumstances whatever. —

It was the last of May, N. S. as hath been already said, when the Centurion arrived off Cape Espiritu Santo; and consequently the next day began the month in which the galeons were to be expected. The Commodore therefore made all necessary preparations for receiving them, having hoisted out his long boat, and lashed her along side, that the ship might be ready for engaging, if they fell in with the galeons in the night. All this time too he was very solicitous to keep at such a distance from the Cape, as not to be discovered: But it hath been since learnt, that notwithstanding his care, he was seen from the land. —

As the month of June advanced, the expectancy and impatience of the Commodore's people each day encreased. And I think no better idea can be given of their great eagerness on this occasion, than by copying a few paragraphs from the journal of an officer, who was then on board; as it will, I presume, be a more natural picture of the full attachment of their thoughts

to the business of their cruise, than can be given by any other means. The paragraphs I have selected, as they occur in order of time, are as follow:

"May 31, Exercising our men at their quarters, in great expectation of meeting with the galeons very soon; this being the eleventh of June their stile."

"June 3, Keeping in our stations, and looking out for the galeons."

"June 5, Begin now to be in great expectation, this being the middle of June their stile."

"June 11, Begin to grow impatient at not seeing the galeons."

"June 13. The wind having blown fresh easterly for the forty-eight hours past, gives us great expectations of seeing the galeons soon."

"June 15, Cruising on and off, and looking out strictly."

"June 19, This being the last day of June N. S. the galeons, if they arrive at all must appear soon."

From these samples it is sufficiently evident how compleatly the treasure of the galeons had engrossed their imagination, and how anxiously they passed the latter part of their cruise, when the certainty of the arrival of these vessels was dwindled down to probability only, and the probability became each hour more and more

doubtful. However, on the 20th of June O. S. being just a month from their arrival on their station, they were relieved from this state of uncertainty; when, at sun-rise, they discovered a sail from the mast-head, in the S. E. quarter. On this, a general joy spread though the whole ship; for they had no doubt but this was one of the galeons, and they expected soon to see the other. The Commodore instantly stood towards her, and at half an hour after seven they were near enough to see her from the Centurion's deck; at which time the galeon fired a gun, and took in her top-gallant sails, which was supposed to be a signal to her consort, to hasten her up; and therefore the Centurion fired a gun to leeward, to amuse her. The Commodore was surprised to find, that in all this time the galeon did not change her course, but continued to bear down upon him; for he hardly believed, what afterwards appeared to be the case, that she knew his ship to be the Centurion, and resolved to fight him.

About noon the Commodore was little more than a league distant from the galeon, and could fetch her wake, so that she could not now escape; and, no second ship appearing, it was concluded that she had been separated from her consort. Soon after, the galeon haled up her fore-sail, and brought too under top-sails, with

her head to the northward, hoisting Spanish colours, and having the standard of Spain flying at the top-gallant mast-head. Mr. Anson, in the mean time, had prepared all things for an engagement on board the Centurion, and had taken all possible care, both for the most effectual exertion of his small strength, and for the avoiding the confusion and tumult, too frequent in actions of this kind. He picked out about thirty of his choicest hands and best marksmen, whom he distributed into his tops, and who fully answered his expectation, by the signal services they performed. As he had not hands enough remaining to quarter a sufficient number to each great gun, in the customary manner, he therefore, on his lower tire, fixed only two men to each gun, who were to be solely employed in loading it, whilst the rest of his people were divided into different gangs of ten or twelve men each, which were constantly moving about the decks, to run out and fire such guns as were loaded. By this management he was enabled to make use of all his guns; and, instead of firing broadsides with intervals between them, he kept up a constant fire without intermission, whence he doubted not to procure very signal advantages: for it is common with the Spaniards to fall down upon the decks when they see a broad-side preparing, and to continue in that posture till it is

given; after which they rise again, and, presuming the danger to be for some time over, work their guns, and fire with great briskness, till another broad-side is ready: But the firing gun by gun, in the manner directed the by Commodore, rendered this practice of theirs impossible.

The Centurion being thus prepared, and nearing the galeon a-pace, there happened, a little after noon, several squalls of wind and rain, which often obscured the galeon from their sight; but whenever it cleared op, they observed her resolutely lying to; and, towards one o'clock, the Centurion hoisted her broad pendant and colours, she being then within gunshot of the enemy. And the Commodore observing the Spaniards to have neglected clearing their ship till that time, as he then saw them throwing over-board cattle and lumber, he gave orders to fire upon them with the chace-guns, to embarass them in their work, and prevent them from compleating it, though his general directions had been not to engage till they were within pistol-shot. The galeon returned the fire with two of her stern-chace; and, the Centurion getting her sprit-sail-yard fore and aft, that if necessary she might be ready for boarding, the Spaniards in a bravado rigged their sprit-sail-yard fore and aft likewise. Soon after, the Cen-

turion came a-breast of the enemy within pistol-shot, keeping to the leeward with a view of preventing them from putting before the wind, and gaining the port of Jalapay, from which they were about seven leagues distant. And now the engagement began in earnest, and, for the first half hour, Mr. Anson over-reached the galeon, and lay on her bow; where, by the great wideness of his ports he could traverse almost all his guns upon the enemy, whilst the galeon could only bring a part of hers to bear. Immediately, on the commencement of the action, the mats, with which the galeon had stuffed her netting, took fire, and burnt violently, blazing up half as high as the mizen-top. This accident (supposed to be caused by the Centurion's wads) threw the enemy into great confusion, and at the same time alarmed the Commodore, for he feared least the galeon should be burnt, and least he himself too might suffer by her driving on board him: But the Spaniards at last freed themselves from the fire, by cutting away the netting, and tumbling the whole mass which was in flames, into the sea. But still the Centurion kept her first advantageous position; firing her cannon with great regularity and briskness, whilst at the same time the galeon's decks lay open to her top men, who, having at their first volley driven the Spaniards from their tops, made prodigious

gious havoc with their small-arms, killing or wounding every officer but one that ever appeared on the quarter deck, and wounding in particular the General of the galeon himself. And though the Centurion, after the first half hour, lost her original situation, and was close along-side the galeon, and the enemy continued to fire briskly for near an hour longer, yet at last the Commodore's grape-shot swept their decks so effectually, and the number of their slain and wounded was so considerable, that they began to fall into great disorder, especially as the General, who was the life of the action, was no longer capable of exerting himself. Their embarasment was visible from on board the Commodore. For the ships were so near, that some of the Spanish officers were seen running about with great assiduity, to prevent the desertion of their men from their quarters: But all their endeavours were in vain; for after having, as a last effort, fired five or six guns with more judgment than usual, they gave up the contest; and, the galeon's colours being singed off the ensign-staff in the beginning of the engagement, she struck the standard at her main-top-gallant mast-head, the person who was employed to do it, having been in eminent peril of being killed, had not the Commodore, who perceived what

he was about, given express orders to his people to desist from firing.

Thus was the Centurion possessed of this rich prize, amounting in value to near a million and a half of dollars. She was called the Nostra Signora de Cabadonga, and was commanded by the General Don Jeronimo de Montero, a Portuguese by birth, and the most approved officer for skill and courage of any employed in that service. The galeon was much larger than the Centurion, had five hundred and fifty men and thirty-six guns mounted for action, besides twenty-eight pidreroes in her gunwale, quarters and tops, each of which carried a four pound ball. She was very well furnished with small-arms, and was particularly provided against boarding, both by her close quarters, and by a strong net-work of two inch rope, which was laced over her waist, and was defended by half pikes. She had sixty-seven killed in the action, and eighty four wounded, whilst the Centurion had only two killed, and a Lieutenant and sixteen wounded, all of whom, but one, recovered. Of so little consequence are the most destructive arms in untutored and unpractised hands.

The treasure thus taken by the Centurion having been for at least eighteen months the great object of their hopes, it is impossible to describe the transport on board, when, after all

their reiterated disappointments, they at last saw their wishes accomplished. But their joy was near being suddenly damped by a most tremendous incident: For no sooner had the galeon struck, than one of the Lieutenants coming to Mr. Anson to congratulate him on his prize, whispered him at the same time, that the Centurion was dangerously on fire near the powder-room. The Commodore received this dreadful news without any apparent emotion, and, taking care not to alarm his people, gave the necessary orders for extinguishing it, which was happily done in a short time, though its appearance at first was extremely terrible. It seems some cartridges had been blown up by accident between decks, whereby a quantity of oakum in the afterhatch way, near the after powder-room, was set on fire; and the great smother and smoke of the oakum occasioned the apprehension of a more extended and mischievous fire. At the same instant too, the galeon fell on board the Centurion on the starboard quarter, but she was cleared without doing or receiving any considerable damage.

The Commodore made his first Lieutenant, Mr. Saumarez, Captain of this prize, appointing her a post-ship in his Majesty's service. Captain Saumarez, before night, sent on board the Centurion all the Spanish prisoners, but such as

were thought the most proper to be retained to assist in navigating the galeon. And now the Commodore learnt, from some of these prisoners, that the other ship, which he had kept in the port of Acapulco the preceding year, instead of returning in company with the present prize as was expected, had set sail from Acapulco alone much sooner than usual, and had, in all probability, got into the port of Manila long before the Centurion arrived off Espiritu Santo. —

The securing the prisoners was a matter of consequence, as not only the possession of the treasure, but the lives of the captors depended thereon. This was indeed an article which gave the Commodore much trouble and disquietude; for they were above double the number of his own people; and some of them, when they were brought on board the Centurion, and had observed how slenderly she was manned, and the large proportion which the striplings bore to the rest, could not help expressing themselves with great indignation to be thus beaten by a handful of boys. The method, which was taken to hinder them from rising, was by placing all but the officers and the wounded in the hold, where to give them as much air as possible, two hatchways were left open; but then (to avoid all danger, whilst the Centurion's people should be employed upon the deck) there was a square pa-

tion of thick planks, made in the shape of a funnel, which enclosed each hatch-way on the lower deck, and reached to that directly over it on the upper deck; these funnels served to communicate the air to the hold better than could have been done without them; and, at the same time, added greatly to the security of the ship; for they being seven or eight feet high, it would have been extremely difficult for the Spaniards to have clambered up; and still to augment that difficulty, four swivel-guns loaded with musquet-bullets were planted at the mouth of each funnel, and a centinel with lighted match constantly attended, prepared to fire into the hold amongst them, in case of any disturbance. Their officers, which amounted to seventeen or eighteen, were all lodged in the first Lieutenant's cabin, under a constant guard of six men; and the General, as he was wounded, lay in the Commodore's cabin with a centinel always with him; and they were all informed, that any violence or disturbance would be punished with instant death. And that the Centurion's people might be at all times prepared, if, notwithstanding these regulations, any tumult should arise, the small-arms were constantly kept loaded in a proper place, whilst all the men went armed with cutlasses and pistols; and no officer ever pulled

off his cloaths, and when he slept had always his arms lying ready by him. —

All this considered, it was wonderful that not a man of them died during their long confinement, except three of the wounded, who died the same night they were taken; though it must be confessed, that the greatest part of them were strangely metamorphosed by the heat of the hold; for when they were first taken, they were sightly, robust fellows; but when, after above a month's imprisonment, they were discharged in the river of Canton, they were reduced to mere skeletons; and their air and looks corresponded much more to the conception formed of ghosts and spectres, than to the figure and appearance of real men. —

The Commodore, having taken Pilots on board, proceeded with his prize for the river of Canton; and, on the 14th of July, came to anchor short of the Bocca Tigris, which is a narrow passage forming the mouth of that river. —

"Here the Prisoners were set at liberty, according to the Request of the Chinese Government; it was with the greatest Difficulty that Provisions were obtained — however Commodore Anson having succeeded by the Assistance of his Sailors in quenching a violent Fire that happened to break out — he at length was introduced to the Vice Roi and got leave to take in the necessary Provisions and

"Stores — and leave the Port without paying the usual Duty which he as Commander of a royal Man of War, by no Means would submit to. After having sold the Prizes the Commodore left Canton the 13th of December 1743.

On the 3d of January, we came to an anchor at Prince's Island in the Streights of Sunda, and continued there wooding and watering till the 8th; when we weighed and stood for The Cape of Good Hope, where, on the 11th of March, we anchored in Table-bay. —

During our stay we entered about forty new men; and having, by the 3d of April 1744, compleated our water and provision, we, on that day, weighed and put to sea; and, the 11th of the same month, we saw the Island of St. Helena, which however we did not touch at, but stood on our way; and, on the 10th of June, being then in soundings, we spoke with an English ship from Amsterdam bound for Philadelphia, whence we received the first intelligence of a French war; the twelfth we got sight of the Lizard; and the fifteenth, in the evening, to our infinite joy, we came safe to an anchor at Spithead. But that the signal perils which had so often threatened us in the preceding part of the enterprize, might pursue us to the very last, Mr. Anson learnt, on his arrival, that there was a French fleet of considerable force cruising in

the chops of the Channel; which, by the account of their position, he found the Centurion had run through, and had been all the time concealed by a fog. Thus was this expedition finished, when it had lasted three years and nine months; after having, by its event, strongly evinced this important truth. That though prudence, intrepidity, and perseverance united are not exempted from the blows of adverse fortune; yet in a long series of transactions, they usually rise superior to its power, and in the end rarely fail of proving successful.

3
F r a g m e n t s

of

a Voyage round the World

in

the Years 1764, 65, and 66

by

the Honourable Commodore Byron.



5

"The 3th of July 1764 Commodore Byron sailed from
"Portsmouth in His Majesty's Ship the Dolphin, together
"with the Tamar Frigate both under his Command;
"Nothing worth observing having occurred during their
"Course from England, the Editor shall only observe
"that they came to an Anchor at Madeira the 13 of July,
"which Island they again left on the 19th; the 30th
"they anchored in Porto Praya; weighed anchor from
"hence the 2d of August and stood for Rio Janeiro,
"where they arrived the 11th of September and after
"having taken in the necessary Water and Provisions
"both Vessels left this Place the 16th of October.

On Monday the 22d of October, being now
once more at sea, I called all hands upon deck,
and informed them, that I was not, as they
imagined, bound immediately to the East Indies,
but upon certain discoveries. —

We continued our course til Monday 29th
having frequently hard gales with sudden gusts,
which obliged us to strike our top-gallant-masts,
and get up our stumps; but this day it blew a
storm, with a terrible sea, and the ship laboured
so much, that to ease her, I ordered the two

foremost, and two aftermost guns to be thrown over-board: the gale continued with nearly equal violence all the rest of the day, and all night, so that we were obliged to lie to under a double-reefed main-sail. —

Tuesday, 13th November at four o'clock in the afternoon, the weather being extremely fine, the wind shifted at once to the S. W. and began to blow fresh, the sky at the same time becoming black to windward: in a few minutes all the people that were upon the deck were alarmed with a sudden and unusual noise, like the breaking of the sea upon the shore. I ordered the topsails to be handed immediately; but before it could be done, I saw the sea approaching at some distance, in vast billows covered with foam. I called to the people to hawl up the foresail, and let go the main sheet instantly; for I was persuaded that if we had any sail out when the gust reached us, we should either be overset or lose all our masts. It reached us however before we could raise the main tack, and laid us upon our beam ends: the main tack was then cut, for it was become impossible to cast it off, and the main sheet struck down the First Lieutenant, bruised him dreadfully, and beat out three of his teeth: the main topsail, which was not quite handed, was split to pieces. If this squall which came on with less warning and more violence

lence than any I had ever seen, had taken us in the night, I think the ship must have been lost. When it came on we observed several hundreds of birds flying before it, which expressed their terror by loud shrieks; it lasted about twenty minutes, and then gradually subsided. The Tamar split her main sail, but as she was to leeward of us, she had more time to prepare. In a short time it began to blow very hard again, so that we reefed our main sail, and lay to under it all night. As morning approached, Wednesday 14th, the gale became more moderate, but we had still a great sea, and the wind shifting to S. by W. we stood to the westward under our courses. Soon after it was light, the sea appeared as red as blood, being covered with a small shell-fish of that colour, somewhat resembling our crayfish, but less, of which we took up great quantities in baskets. —

The ship was now so light, that in a gale of wind she drove bodily to leeward; so that I was very solicitous to get into Port Desire, that I might put her hold in order, and take in sufficient ballast, to avoid the danger of being caught on a lee-shore in her present trim. We steered in for the Land with the wind at N. E. and the evening brought to; but the wind coming the westward, we were driven off in the night. On seven, the next morning, Monday 19th we

stood in again, steering S. W. by S. by the compass, and soon perceived the sea to break right ahead of us; we immediately sounded, and shoaled our water from thirteen to seven fathoms, soon after deepening it again from seventeen to forty-two; so that we went over the end of a shoal, which a little farther northward might have been fatal to us. Cape Blanco at this time bore W. S. W. $\frac{1}{2}$ S. distant four leagues: but we were still at a loss for Port Desire, it being impossible that any description should be more confused than that which Sir John Narborough has given of this harbour. —

We continued to stand along the shore all day as near as possible, and in the evening we saw an island at the distance of about six leagues; in the morning, Tuesday 20th we stood in for it, and found that it corresponded with Narborough's description of Penguin island. As Port Desire is said to be about three leagues northwest of this island, I sent the boat to look for it, and when she returned, having found it, I stood in for the land. —

The Tamar worked into the harbour with the tide of flood, but I kept my station with the Dolphin till I should have a leading wind, and the wind shifting to the eastward, I weighed about five o'clock in the afternoon, intending to go up with the evening flood: before I could

get under sail, however, the wind shifted again to N. W. by N.; and it being low water, the ship lying but just within the harbour, and there being no tide to assist us, we were obliged to anchor near the south shore. —

The country about the bay abounds with guanicoes, and a great variety of wild fowl, particularly ducks, geese, wild-geon, and sea-pies, besides many others for which we have no name. Here is also such plenty of excellent mussels, that a boat may be loaded with them every time it is low water. Wood indeed is scarce; however in some parts of this coast there are bushes, which in a case of necessity might produce a tolerable supply of fuel.

I unmoored, in order to get out; but the best bower came up foul, and before we could heave short upon the small bower, the tide of ebb made strong; for at this place slack water scarcely continues ten minutes; so that we were obliged to wait till it should be low water. Between five and six in the evening we weighed, and steered out E. N. E. with a fresh gale at N. N. W.

As soon as we were out of the bay, we steered for Pepy's Island, which is said to lie in latitude 47° S.

"After having stood 94 Miles to the Westward in search of this Island, Commodore Byron was

"fully convinced that there did not exist such
"a one.

On Saturday 15th being in latitude $50^{\circ} 33'$ S. longitude $66^{\circ} 59'$ W. we were overtaken about six in the evening by the hardest gale at S. W. that I was ever in, with a sea still higher than any I had seen in going round Cape Horn with Lord Anson: I expected every moment that it would fill us, our ship being much too deep waisted for such a voyage: it would have been safest to put before it under our bare poles, but our stock of fresh water was not sufficient, and I was afraid of being driven so far off the land as not to be able to recover it before the whole was exhausted: we therefore lay to under a balanced mizen and shipped many heavy seas, though we found our skreen bulk heads of infinite service. —

Our latitude was now $51^{\circ} 8'$ S. our longitude $71^{\circ} 4'$ W. and Cape Virgin Mary, the north entrance of the Straights of Magellan bore S. $19^{\circ} 50'$ W. distant nineteen leagues. —

At break of day, Thursday 20th we were off Cape Fair-Weather, which bore about west at the distance of four leagues, and we had here but thirteen fathom water, so that it appears necessary to give that Cape a good birth. —

At this place I came to anchor in fifteen fathom water, but the Tamar was so far

leeward, that she could not fetch the anchoring ground, and therefore kept under way all night. —

Just as we came to an anchor, I saw with my glass exactly what was seen by the people in the Wager, a number of horsemen riding backward and forward, directly abreast of the ship, and waving somewhat white, as an invitation for us to come on shore. As I was very desirous to know what these people were, I ordered out my twelve oar'd boat, and went towards the beach, with Mr. Marshall, my Second Lieutenant, and a party of men, very well armed; Mr. Cumming, my First Lieutenant, following in the six oar'd cutter. When we came within a little distance of the shore, we saw, as near as I can guess, about five hundred people, some on foot, but the greater part on horseback. —

I drew up my people upon the beach, with my officers at their head, and gave orders that none of them should move from that station, till I should either call or beckon to them. I then went forward alone, towards the Indians, but perceiving that they retired as I advanced, I made signs that one of them should come near: as it happened, my signals were understood, and one of them, who afterwards appeared to be a Chief, came towards

me: he was of a gigantic stature, and seemed to realize the tales of monsters in a human shape: he had the skin of some wild beast thrown over his shoulders, as a Scotch Highlander wears his plaid, and was painted so as to make the most hideous appearance I ever beheld: round one eye was a large circle of white, a circle of black surrounded the other, and the rest of his face was streaked with paint of different colours: I did not measure him, but if I may judge of his height by the proportion of his stature to my own, it could not be much less than seven feet. When this frightful Colossus came up, we muttered somewhat to each other as a salutation, and I then walked with him towards his companions, to whom, as I advanced, I made signs that they should sit down, and they all readily complied: there were among them many women, who seemed to be proportionably large; and few of the men were less than the Chief, who had come forward to meet me. I had heard their voices very loud at a distance, and when I came near, I perceived a good number of very old men, who were chanting some unintelligible words in the most doleful cadence I ever heard, with an air of serious solemnity, which inclined me to think that it was a religious ceremony: they were all painted and clothed

nearly in the same manner; the circles round the two eyes were in no instance of one colour, but they were not universally black and white, some being white and red, and some red and black: their teeth were as white as ivory, remarkably even and well-set; but except the skins which they wore with the hair inwards, most of them were naked, a few only having upon their legs a kind of boot, with a short pointed stick fastened to each heel, which served as a spur. Having looked round upon these enormous goblins with no small astonishment, and with some difficulty made those that were still galloping up sit down with the rest, I took out a quantity of yellow and white beads, which I distributed among them, and which they received with very strong expressions of pleasure. —

One of the men shewed me the bowl of a tobacco pipe, which was made of a red earth, but I soon found that they had no tobacco among them; and this person made me understand that he wanted some: upon this I beckoned to my people, who remained upon the beach, drawn up as I had left them, and three or four of them ran forward, imagining that I wanted them. The Indians, who, as I had observed, kept their eyes almost continually upon them, no sooner saw some of them

advance, than they all rose up with a great clamour, and were leaving the place, as I supposed to get their arms, which were probably left at a little distance: to prevent mischief, therefore, and put an end to the alarm, which had thus accidentally been spread among them, I ran to meet the people who were, in consequence of my signal, coming from the beach, and as soon as I was within hearing I hallooed to them, and told them that I would have only one come up with all the tobacco that he could collect from the rest. As soon as the Indians saw this, they recovered from their surprise, and every one returned to his station, except a very old man, who came up to me, and sung a long song, which I much regretted my not being able to understand: before the song was well finished, Mr. Cumming came up with the tobacco and I could not but smile at the astonishment which I saw expressed in his countenance, upon perceiving himself, tho' six feet two inches high, become at once a pigmy among giants; for these people may indeed more properly be called giants than tall men.

"Having passed the first and second Narrows of the

"Streight of Magelhaens, without any thing worth

"Notice occurred, Commodore Byron anchored the

"27th of December in Port Famine.

The water of Sedger river is excellent. —

On each side of this river there are the finest trees I ever saw, and I make no doubt but that they would supply the British navy with the best masts in the world. —

Among these woods, notwithstanding the coldness of the climate, there are innumerable parrots, and other birds of the most beautiful plumage. I shot every day geese and ducks enough to serve my own table and several others, and every body on board might have done the same: we had indeed great plenty of fresh provisions of all kinds; for we caught as much fish every day as served the companies of both ships. As I was much on shore here, I tracked many wild beasts in the sand, but never saw one; we also found many nuts or wigwams, but never met with an Indian. —

On Friday 11th. About seven in the evening, I thought I saw land a-head of us, but the Tamar being some leagues astern, I wore ship, and made an easy sail off: the next morning, Saturday 12th at break of day, I stood in again, the wind having shifted in the night to N. W. and about four o'clock I recovered sight of the land a-head, which had the appearance of three islands. —

Our latitude now was $51^{\circ} 27' S.$, longitude $63^{\circ} 54' W.$; the variation was $23^{\circ} 30' E.$

In the evening we brought to, and at day-break the next morning, Sunday 13th stood in for the north part of the island by the coast of which we had been embayed. —

The next morning, Tuesday 15th at three o'clock we made sail, and stood in for the land to look for a harbour. —

At eight o'clock we saw an opening, which had the appearance of an harbour, bearing E. S. E. and being between two and three leagues distant. Upon this discovery we brought to, and sent a boat from each of the ships to examine the opening; but it beginning to blow very hard soon after, and the weather growing thick, with heavy rain, we were obliged to stand out to sea with both the ships, and it was not without great difficulty that we cleared the two rocky islands which were to the eastward of us. We had now a great sea, and I began to be under much concern lest we should be blown off, and our people in the boats left behind: however, about three in the afternoon, the weather clearing up, I tacked and stood in again, and presently after had the satisfaction to see one of the boats, though it was a long way to leeward of us. I immediately bore down to her, and found her to be the Tamar's boat, with Mr. Hindman, the Second Lieutenant, on board, who having been except

on shore in the opening, had ventured off, notwithstanding the great sea and bad weather, to inform me that he had found a fine harbour: we immediately stood in for it, and found it equally beyond his report and our expectations: the entrance is about a mile over, and every part of it is perfectly safe, the depth of water, close to the shore, being from ten to seven fathom. We found this harbour to consist of two little bays on the starboard side, where ships may anchor in great safety, and in each of which there is a fine rivulet of fresh water. Soon after we entered an harbour of much greater extent, which I called Port Egmont, in honour of the earl, who was then first Lord of the Admiralty; and I think it is one of the finest harbours in the world. —

The whole navy of England might ride here in perfect security from all winds. —

In every part of Port Egmont there is fresh water in the greatest plenty, and geese, ducks, snipes, and other birds are so numerous, that our people grew tired of them: it was a common thing for a boat to bring off sixty or seventy fine geese, without expending a single charge of powder and shot, for the men knocked down as many as they pleased with stones: wood, however, is wanting here, except a little that is found adrift along the

shore, which I imagined came from the Streight of Magellan. Among other refreshments, which are in the highest degree salutary to those who have contracted scorbutic disorders, during a long voyage, here are wild celery, and wood sorrel, in the greatest abundance; nor is there any want of mussels, clams, cockles, and limpets: the seals and penguins are innumerable, so that it is impossible to walk upon the beach without first driving them away: and the coast abounds with sea-lions, many of which are of an enormous size. We found this animal very formidable; I was once attacked by one of them very unexpectedly, and it was with the utmost difficulty that I could disengage myself from him: at other times we had many battles with them, and it has sometimes afforded a dozen of us an hour's work to dispatch one of them: I had with me a very fine mastiff dog, and a bite of one of these creatures almost tore him to pieces. Nor were these the only dangerous animals that we found here, for the master having been sent out one day to sound the coast upon the south shore, reported, at his return that four creatures of great fierceness, resembling wolves, ran up to their bellies in the water to attack the people in his boat, and that as they happened to have no

fire arms with them, they had immediately put the boat off into deep water, —

Of this harbour, and all the neighbouring islands, I took possession for his Majesty King George the Third of Great Britain, by the name of Falkland's Islands; and there is I think little reason to doubt that they are the same land to which Cowley gave the name of Peppys's Island. —

Having continued in the harbour till Sunday 27th we sailed again at eight o'clock in the morning with the wind at S. S. W.; but we were scarcely got out of the Port before it began to blow very hard, and the weather became so thick that we could not see the rocky islands. I now most heartily wished myself again at anchor in the harbour we had quitted; but in a short time we had the satisfaction to see the weather become clear, though it continued to blow very hard the whole day.

As we had now run no less than seventy leagues along the coast of this island, it must certainly be of very considerable extent. It has been said by some former navigators to be about two hundred miles in circumference, but I made no doubt of its being nearer seven. —

We continued to make sail for Port Desire till Wednesday the 6th of February, when

about one o'clock in the afternoon we saw land, and stood in for the Port. During the run from Falkland's Islands to this place, the number of whales about the ship was so great as to render the navigation dangerous; we were very near striking upon one, and another blew the water in upon the quarter-deck: they were much larger than any we had seen. As we were standing in for Port Desire, we saw the Florida, a store-ship that we expected from England; and at four we came to an anchor off the harbour's mouth.

The next morning, Thursday 7th Mr. Dean, the master of the store-ship, came on board; and finding from his report that his foremast was sprung, and his ship little better than a wreck, I determined to go into the harbour, and try to unload her there, although the narrowness of the place, and the rapidity of the tides, render it a very dangerous situation. We got in in the evening, but it blowing very hard in the night, both the Tamar and the store-ship made signals of distress; I immediately sent my boats to their assistance, who found that, notwithstanding they were moored, they had been driven up the harbour, and were in the greatest danger of being on shore. They were brought back, not without great difficulty, and the very next night they drove

again, and were again saved by the same efforts, from the same danger.

While this was doing, Captain Mouat, who commanded the Tamar, informed me that his rudder was sprung; and that he had reason to fear it would in a short time become wholly unserviceable. Upon this I ordered the carpenter of the Dolphin on board the Tamar, to examine the rudder, and he reported it to be so bad that in his opinion the vessel could not proceed on her voyage without a new one. A new one however it was not in our power to procure at this place, and I therefore desired Captain Mouat to get his forge on shore, and secure his rudder with iron clamps in the best manner he could, hoping that in the Streight a piece of timber might be found which would furnish him with a better.

On Wednesday 13th. The store-ship being ready for sea, I put on board of her one of my petty officers, who was well acquainted with the Streight, and three or four of my seamen to assist in navigating her.

On Saturday 16th. About six o'clock in the morning, we saw Cape Fair-weather bearing W. S. W. at the distance of five or six leagues; and at nine, we saw a strange sail to the N. W. standing after us.

On Monday 18th. We passed the first

Narrow, and as I perceived the strange ship to have shaped the same course that we had, from the time she had first seen us, shortening or making sail as we did, she became the subject of much speculation; and as I was obliged, after I had got through the first Narrow, to bring to for the store-ship, which was a great way eastern, I imagined she would speak with us, and therefore I put the ship in the best order I could. As soon as he had passed the Narrow, and saw me lying to, he did the same about four miles to windward of me. In this situation we remained till night came on, and the tide setting us over to the south shore, we came to anchor; the wind however shifted before morning, and at day break I saw our satellite at anchor about three leagues to leeward of us. As it was then tide of flood, I thought of working through the second Narrow; but seeing the stranger getting under way, and work up towards us, I ran directly over into Gregory Bay, and brought the ship to an anchor, with a spring upon our cable; I also got eight of our guns, which were all we could get at, out of the hold and brought them over on one side. In the mean time, the ship continued to work up towards us, and various were our conjectures about her, for she shewed no colours, neither

did we. It happened about this time that the store-ship, as she was endeavouring to come to an anchor near us, ran aground; upon which the stranger came to an anchor a little way astern, at the same time hoisting French colours, and sending his launch, and another boat, with an anchor to assist her. Still however I shewed no colours, but sent my own boats, and a boat of the Tamar's, to assist the store-ship, giving orders at the same time to the officers, not to suffer the French boats to come on board her, but to thank them in polite terms for the assistance they intended. These orders were punctually obeyed, and with the assistance of our own boats only, the store-ship was soon after got off: my people reported that the French ship was full of men, and seemed to have a great number of officers on board.

At six o'clock in the evening. I made the signal and weighed; we worked through the second Narrows, and at ten o'clock passed the west end of it: at eleven, we anchored in seven fathom off Elizabeth's Island; and the French ship at the same time anchored in a similar situation, to the southward of Saint Bartholomew's Island, which convinced me that she was not acquainted with the channel.

Tuesday 19th. At six o'clock in the morn-

ing, I weighed and sailed between Elizabeth and Bartholomew Islands. —

The French ship still steered after us, and we imagined that she was either from Falkland's Islands, where the French had then a settlement, to get wood, or upon a survey of the Streight. The remaining part of this day, and the next morning, Wednesday 20th we had variable winds with calms; in the afternoon therefore I hoisted out the boats, and towed round Saint Anne's Point into Port Famine: at six in the evening we anchored, and soon after the French ship passed by us to the southward.

Here we continued till Monday 25th when both the Dolphin and Tamar having taken out of the store-ship as much provision as they could stow, I gave the master of her, orders to return to England as soon as he could get ready, and with the Tamar sailed from Port Famine, intending to push through the Streight before the season should be too far advanced.

After my return to England, I learnt that this vessel was the Eagle, commanded by M. Bougainville, and that her business in the Streight, was, as I conjectured, to cut wood for the French settlement in Falkland's Islands.

At six o'clock the next morning, Wednesday 27th we weighed and continued our course

through the Streight: from Cape Holland to Cape Gallant, which are distant about eight leagues; the coast lies W. & S. by the compass: Cape Gallant is very high and steep, and between this and Cape Holland lies a reach about three leagues over, called English Reach.

The mountains on each side the Streight are, I think, higher, and of a more desolate appearance, than any other in the world; except perhaps the Cordeliers, both being rude, craggy, and steep, and covered with snow from the top to the bottom. —

At six in the evening, the wind shifted to the westward; upon which we stood in for Elizabeth's Bay, and anchored in ten fathom with very good ground; the best anchoring however is in thirteen fathom, for there was but three or four fathom about a cable's length within us. —

Thursday 28th. At two o'clock in the afternoon, the wind being between N. W. and W. with fresh gales and squalls; we made the signal to weigh, and just as we had got the ship over the anchor, a violent gust brought us home; the ship immediately drove into shoal water, within two cables' length of the shore, upon which we let go the small bower in four fathom, and had but three fathom under our stern: the stream anchor was carried out with

all possible expedition, and by applying a purchase to the capstern, the ship was drawn towards it: we then heaved up both the bower anchors, slipt the stream cable, and with the gubb and stay-sails ran out into ten fathom, and anchored with the best bower exactly in the situation from which we had been driven.

At five o'clock the next morning, March, Friday 1st the wind being northerly, and the weather moderate, we weighed. —

At noon Cape Quod bore W. S. W. $\frac{1}{2}$ W. distant four or five miles, and soon after, having light airs and calms, we drove to the eastward with the flood tide; in the mean time the canoes came up, and after having paddled about us some time, one of them had the resolution to come on board. The canoe was of bark, very ill made, and the people on board, which were four men, two women, and a boy, were the poorest wretches I had ever seen. They were all naked, except a stinking seal skin that was thrown loosely over their shoulders; they were armed, however, with bows and arrows, which they readily gave me in return for a few beads, and other trifles. —

This visit I returned by going on shore among them, taking only a few people with me in my jolly boat, that I might not alarm

them by numbers. They received us with great expressions of kindness, and to make us welcome, they brought us some berries which they had gathered for that purpose, and which, with a few mussels, seem to be a principal part, if not the whole of their subsistence. —

At two in the morning, Saturday 3rd the ship drove off the bank: we immediately hoisted the anchor up, and found both the flukes broken off; till three o'clock we had no ground, and then we drove into sixteen fathom, at the entrance of Saint Jerom's Sound; as it still blew a storm, we immediately let go the best bower, and veered to half a cable. The anchor brought the ship up at so critical a moment, that we had but five fathom, and even that depth was among breakers. We let go the small bower under foot, and at five, finding the tide set to the westward, and the weather more moderate, we got up both the anchors, and kept working to windward. —

About one o'clock, the Tamar anchored in the bay on the south shore, opposite to Cape Quod, which we had just left, and we continued working to windward till seven in the evening, when we anchored in a small bay on the north shore, about five leagues to the westward of Cape Quod, with very good ground. —

At seven o'clock, Saturday 9th we weighed and towed out of the bay, and at eight, saw the Tamar very far astern, steering after us. At noon, we had little wind at E. N. E. but at five o'clock, it shifted to W. N. W. and blew fresh. At six, we were abreast of Cape Monday, and at six the next morning, Sunday 10th Cape Upright bore E. by S. distant three leagues. —

At about half an hour after seven, we had a very hard squall, and the weather being then exceedingly thick, we suddenly perceived a reef of rocks close under our lee-bow, upon which the sea broke very high: we had but just time to tack clear of them, and if the ship had missed stays, every soul on board must inevitably have perished. —

On Tuesday 12th I sent out the boat, with an officer, to look for harbours on the southern shore: the boat was absent till Thursday 14th and then returned, with an account that there were five bays between the ship's station and Cape Upright, where we might anchor in great safety. The officer told me, that near Cape Upright he had fallen in with a few Indians, who had given him a dog, and that one of the women had offered him a child which was sucking at her breast. It is scarcely necessary to say that he refused it.

but the offer seems to degrade these poor forlorn savages more than any thing in their appearance or manner of life. —

On Wednesday 20th at six o'clock in the morning, Wednesday 20th a hard squall coming on, the ship drove, and brought the anchor off the bank into forty fathom, but by heaving up the bower, and carrying out the kedge anchor, we got the ship on the bank again. —

At six in the evening, we anchored in the bay on the east side of Cape Monday, where the Tamar lay in eighteen fathom, the pitch of the Cape bearing W. by N. distant half a mile. We found this place very safe, the ground being excellent, and there being room enough for two or three ships of the line to moor. —

Sunday 24th. At three o'clock in the morning, I sent a boat, with an officer from each ship, to look for anchoring places to the westward; but at four in the afternoon they returned without having been able to get round Cape Upright. —

The south shore in this place had a very bad appearance, many sunken rocks lying about to a considerable distance, upon which the sea breaks very high. At four, the weather became very thick, and in less than half an hour we saw the south shore at the distance

of about a mile, but could get no anchoring place; we therefore tacked, and stood over to the north shore. At half an hour after six, I made the Tamar a signal to come under our stern, and ordered her to keep a-head of us all night, and to show lights, and fire a gun every time she changed her tack. At seven, it cleared up for a moment just to show us the north shore, bearing W. by N.; we tacked immediately, and at eight the wind shifted from N. N. W. to W. N. W. and blew with great violence. Our situation was now very alarming; the storm increased every minute, the weather was extremely thick, the rain seemed to threaten another deluge, we had a long dark night before us, we were in a narrow channel, and surrounded on every side by rocks and breakers. We attempted to clew up the mizen topsail, but before this service could be done it was blown all to rags: we then brought to, with the main and fore topsail close reefed, and upon the cap, keeping the ship's head to the south-west; but there being a prodigious sea, it broke over us so often that the whole deck was almost continually under water. At nine, by an accidental breaking of the fog, we saw the High Cape on the north shore that has been just mentioned bearing east, at about a mile distance, but

had entirely lost sight of the Tamar. At half an hour after three in the morning, Wednesday 27th we suddenly perceived ourselves close to a high land on the south shore, upon which we wore, and brought to the northward. The gale still continued, if possible, with increasing violence, and the rain poured down in torrents; so that we were in a manner immersed in water, and expected every moment to be among the breakers. The long wished-for day at length broke, but the weather was still so thick that no land was to be seen, though we knew it could not be far distant, till after six, when we saw the south shore at about the distance of two miles: and as soon after, to our great satisfaction, we saw the Tamar: at this time Cape Monday bore S. E. distant about four miles, and the violence of the gale not abating, we bore away. About seven, both ships came to an anchor in the bay which lies to the eastward of Cape Monday, notwithstanding the sea that rolled in; for we were glad to get anchorage any where. We had now been twice within four leagues of Tuesday's Bay, at the western entrance of the Streight, and had been twice driven back ten or twelve leagues by such storms as we had now just experienced. —

At six o'clock, Tuesday 9th the wind being

still fresh and squally at $S. S. E.$ we weighed and steered $W.$ by $N.$ along the south shore. At eleven, we were abreast of Cape Pillar, which by compass is about fourteen leagues $W. \frac{1}{2} N.$ from Cape Upright. —

About four leagues $W. S. W.$ from Cape Deseada lie some dangerous rocks, called by Sir John Narborough the Judges, upon which a mountainous surf always breaks with inconceivable fury. Four small islands, called the islands of Direction, are distant from Cape Pillar about eight leagues, in the direction of $N. W.$ by $W.$ When we were off this Cape it was stark calm; but I never saw such a swell as rolled in here, nor such a surge as broke on each shore. I expected every moment that the wind would spring up from its usual quarter, and that the best which could happen to us would be to be driven many leagues up the Streight again. Contrary however to all expectation, a fine steady gale sprung up at $S. E.$ to which I spread all the sail that it was possible for the ship to bear, and ran off from this frightful and desolate coast at the rate of nine miles an hour; so that by eight o'clock in the evening we had left it twenty leagues behind us. —

It is probable, that whoever shall read this account of the difficulties and dangers which

attended our passage through the Streight of Magellan, will conclude, that it ought never to be attempted again; but that all ships which shall hereafter sail a western course from Europe into the South Seas ought to go round Cape Horn. I, however, who have been twice round Cape Horn, am of a different opinion. I think that at a proper season of the year, not only a single vessel, but a large squadron might pass the Streight in less than three weeks; and I think, to take the proper season, they should be at the eastern entrance some time in the month of December. One great advantage of this passage, is the facility with which fish in almost every where to be procured, with wild celery, scurvy-grass, berries, and many other vegetables in great abundance; for to this I impute the healthiness of my ship's company, not a single man being affected with the scurvy in the slightest degree, nor upon the sick list for any other disorder, notwithstanding the hardship and labour, which they endured in the passage, which cost us seven weeks and two days, as we entered the Streight on Sunday, February 17th and quitted it on Tuesday, April 9th. —

Having cleared the Streight, we pursued our course to the westward, till Friday, April 26th when we discovered the Island of Masa-

fuero, bearing W. N. W. $\frac{1}{2}$ W. distant about sixteen leagues. —

Sunday 28th. At seven o'clock in the morning, we anchored with the small bower, on the bank which the boats had discovered in twenty four fathom, with black sandy ground. —

Soon after we were come to an anchor, I sent out the boats to endeavour to get some wood and water, but as I observed the shore to be rocky, and a surf to break with great violence upon it, I ordered all the men to put on cork-jackets, which had been sent with us to be made use of upon such occasions. By the help of these jackets, which not only assisted the men in swimming, but prevented their being bruised against the rocks, we got off a considerable quantity of water and wood, which, without such assistance, we could not have done: there was, however, another species of danger here, against which cork-jackets afforded no defence, for the sea abounded with sharks of an enormous size, which when they saw a man in the water, would dart into the very surf to seize him: our people, however, happily escaped them, though they were many times very near: one of them, which was upwards of twenty feet long, came close to one of the boats that was watering, and

having seized a large seal, instantly devoured it at one mouthful; and I myself saw another of nearly the same size, do the same thing under the ship's stern. Our people killed and sent off several of the goats, which we thought as good as the best venison in England; and I observed, that one of them appeared to have been caught and marked, its right ear being slit in a manner that could not have happened by accident. We had also fish in such plenty, that one boat would, with hooks and lines, catch, in a few hours, as much as would serve a large ship's company two days: they were of various sorts, all excellent in their kind, and many of them weighed from twenty to thirty pounds.

This evening, the surf running very high, the gunner and one of the seamen who were on shore with the waterers, were afraid to venture off, and the boat therefore, when she came on board the last time, left them behind her. →

In the afternoon, I sent a boat to fetch off the gunner and seaman, who had been left on shore at the old watering-place the night before; but the surf was still so great, that the seamen, who could not swim, was afraid to venture: he was therefore again left behind, and the gunner stayed with him.

As soon as this was reported to me, I sent another boat to inform them that as, by the appearances of the weather, there was reason to believe it would soon blow hard, I was afraid I might be driven off the bank in the night, the consequence of which would be that they must be left behind upon the island. When the boat came to the surf, the people on board delivered my message, upon which the gunner swam through the surf, and got on board her; but the seaman, though he had a cork-jacket on, said he was sure he should be drowned if he attempted to get off to the boat, and that, chusing rather to die a natural death, he was determined at all events to remain upon the island: he then took an affectionate leave of the people, wishing them all happiness, and the people on board returned his good wishes. One of the midshipmen, however, just as the boat was about to return, took the end of a rope in his hand, jumped into the sea, and swam through the surf to the beach, where poor John still continued ruminating upon his situation, in a dejected attitude, and with a most disconsolate length of countenance. The midshipman began to expostulate with him upon the strange resolution he had taken, and in the mean time having made a running knot in his rope, dex-

trously contrived to throw it round his body, calling out to his companions in the boat, who had hold of the other end of it, to haul away; they instantly took the hint, and the poor seeder was very soon dragged through the surf into the boat: he had, however, swallowed so great a quantity of water, that he was to all appearance dead, but being held up by the heels, he soon recovered his speech and motion, and was perfectly well the next day. —

On Tuesday 30th. At seven o'clock in the morning, we weighed, and steered to the northward. —

On Wednesday 21th being in latitude $20^{\circ} 52'$ S., longitude $115^{\circ} 38'$ W. with a faint breeze at E. S. E. we had so great a swell from the southward, that we were in perpetual danger of our masts rolling over the ship's side, so that I was obliged to haul more to the northward, as well to ease the ship, as in hopes of getting the true trade-wind, which we had not yet; and now to my great concern some of my best men began to complain of the scurvy. —

On Friday 31th. The wind shifted from N. by W. to N. W. by W. and the number of birds that were now about the ship was very great; from these circumstances, and our hav-

ing lost the great south-west swell, I imagined some land to be near, and we looked out for it with great diligence, for our people began now to fall down with the scurvy very fast.

We saw no land however till one o'clock in the morning of Friday the 7th of June, when we were in latitude $14^{\circ} 5' S.$, longitude $144^{\circ} 58' W.$; and observed the variation to be $4^{\circ} 30' E.$ After making the land, I hauled upon a wind under an easy sail till the morning, and then a low small island bore from us W. S. W. at the distance of about two leagues. —

I stood for the small island, which as we drew near it had a most beautiful appearance; it was surrounded by a beach of the finest white sand, and within, it was covered with tall trees, which extended their shade to a great distance, and formed the most delightful groves that can be imagined, without under-wood. —

We soon perceived that it was inhabited; for many of the natives appeared upon the beach, with spears in their hands that were at least sixteen feet long. They presently made several large fires, which we supposed to be a signal; for we immediately perceived several fires upon the larger island that was to windward of us, by which we knew that also to

be inhabited. I sent the boat with an officer to look for an anchoring-place, who, to our great regret and disappointment, returned with an account that he had been all round the island, and that no bottom could be found within less than a cable's length of the shore, which was surrounded close to the beach with a steep coral rock. The scurvy by this time had made dreadful havock among us, many of my best men being now confined to their hammocks; the poor wretches who were able to crawl upon the deck, stood gazing at this little paradise which Nature had forbidden them to enter, with sensations which cannot easily be conceived; they saw cocoa-nuts in great abundance, the milk of which is perhaps the most powerful antiscorbutic in the world: they had reason to suppose that there were limes, bananas, and other fruits which are generally found between the tropics; and to increase their mortification they saw the shells of many turtle scattered about the shore. —

The natives ran along the shore abreast of the ship, shouting and dancing; they also frequently brandished their long spears, and then threw themselves backward; and lay a few minutes motionless, as if they had been dead: this we understood as a menace that they would kill us, if we ventured to go on shore. —

They were of a deep copper colour, exceedingly stout and well-limbed, and remarkably nimble and active, for I never saw men run so fast in my life. —

At half an hour after ten, we bore away and made sail to the westward, finding it impossible to procure at these islands any refreshment for our sick, whose situation was becoming more deplorable every hour, and I therefore called them the Islands of Disappointment.

At half an hour after five o'clock in the afternoon, Sunday 9th we saw land again, bearing W. S. W. at the distance of six or seven leagues; and at seven we brought to for the night. In the morning, being within three miles of the shore, we discovered it to be a long low island with a white beach, of a pleasant appearance, full of cocoa-nut and other trees, and surrounded with a rock of red coral. We stood along the north east-side of it, within half a mile of the shore; and the savages, as soon as they saw us, made great noises, as we supposed, to alarm the distant inhabitants of the island, and ran along the beach, abreast of the ship, in great numbers, armed in the same manner as the natives of the Islands of Disappointment. Over the land

on this side of the island we could see a large lake of salt water, or lagoon, which appeared to be two or three leagues wide, and to reach within a small distance of the opposite shore. Into this lagoon we saw a small inlet about a league from the south-west point, off which we brought to. At this place the natives have built a little town, under the shade of a fine grove of cocoa-nut trees. I immediately sent off the boats, with an officer in each to sound; but they could find no anchorage, the shore being every where as steep as a wall, except at the very mouth of the inlet, which was scarcely a ship's length wide, and there they had thirteen fathom, with a bottom of coral rock. —

Our boats were still out, and the people on board them made all the signs of friendship that they could invent, upon which some of the canoes came through the inlet and drew near them. We now began to hope that a friendly intercourse might be established; but we soon discovered that the Indians had no other design than to haul the boats on shore; many of them leaped off the rocks, and swam to them; and one of them got into that which belonged to the Tamar, and in the twinkling

6F an eye seized a seaman's jacket, and jumping over board with it, never once appeared above water till he was close in shore among his companions. Another of them got hold of a midshipman's hat, but not knowing how to take it off, he pulled it downward instead of lifting it up; so that the owner had time to prevent its being taken away, otherwise it would probably have disappeared as suddenly as the jacket: —

I now perceived two large double canoes sailing after the ship, with about thirty men in each, all armed after the manner of their country. The boats were a good way to leeward of us, and the canoes passing between the ship and the shore, seemed very eagerly to give them chase. Upon this I made the signal for the boats to speak with the canoes, and as soon as they perceived it, they turned, and made towards the Indians, who seeing this, were seized with a sudden panic, and immediately hauling down their sails, paddled back again at a surprising rate. Our boats however came up with them; but notwithstanding the dreadful surf that broke upon the shore, the canoes pushed through it, and the Indians immediately hauled them up upon the beach.

Our boats followed them, and the Indians, dreading an invasion of their coast, prepared to defend it with clubs and stones, upon which our men fired, and killed two or three of them: one of them received three balls which went quite through his body; yet he afterwards took up a large stone, and died in the action of throwing it against his enemy. This man fell close to our boats, so that the Indians who remained unhurt did not dare to attempt the carrying off his body, which gave us an opportunity to examine it; but they carried off the rest of their dead, and made the best of their way back to their companions at the inlets. —

We sent off several boat-loads of coconuts, and a great quantity of scurvy-grass, with which the island is covered; refreshments which were of infinite service to us, as by this time I believe there was not a man among us wholly untouched by the scurvy. —

The next morning, Wednesday 12th at six o'clock, I made sail for the island which I intended to visit. —

As soon as the ship came in sight, the natives ran down to the beach in great numbers: they were armed in the same manner as

those that we had seen upon the other island, and kept abreast of the ship for several leagues. —

The boats immediately hauled close into the surf, and we brought to, with the ships, at a little distance from the shore, upon which a stout old man, with a long white beard, that gave him a venerable appearance, came down from the houses to the beach. —

Every thing now having a friendly appearance, our people made signs that they should lay down their arms, and most of them having complied, one of the midshipmen, encouraged by this testimony of confidence and friendship leaped out of the boat with his clothes on, and swam through the surf to shore. The Indians immediately gathered round him, and began to examine his clothes with great curiosity; they seemed particularly to admire his waistcoat, and being willing to gratify his new friends, he took it off, and presented it to them; this courtesy, however, produced a disagreeable effect, for he had no sooner given away his waistcoat, than one of the Indians very ingeniously untied his cravat, and the next moment snatched it from his neck, and ran away with it. Our adventurer, therefore,

to prevent his being stripped by piece-meal, made the best of his way back again to the boat: still, however, we were upon good terms, and several of the Indians swam off to our people, some of them bringing a cocoa-nut, and others a little fresh water in a cocoa-nut shell. —

To these two islands, I gave the name of King George's Islands, in honour of his Majesty. —

We pursued our course to the westward the same day, and the next, Thursday 13th about three o'clock in the afternoon, we saw land again, bearing S. S. W. distant about six leagues. We immediately stood for it, and found it to be a low and very narrow island, lying east and west: we ran along the south side of it, which had a green and pleasant appearance, but a dreadful surf breaks upon every part of it, with foul ground at some distance, and many rocks and small islands scattered about three leagues from the shore. We found it about twenty leagues in length, and it appeared to abound with inhabitants, tho' we could get only a transient glance of them as we passed along. To this place I gave the name of the Prince of Wales's Island. —

Friday 21th we discovered a most dangerous reef of breakers, bearing S. S. W. and not farther distant than a single league. In about half an hour afterwards, land was seen from the mast-head, bearing W. N. W. and distant about eight leagues: it had the appearance of three islands, with rocks and broken ground between them. —

The islands themselves had a more fertile and beautiful appearance than any we had seen before, and, like the rest, swarmed with people, whose habitations we saw standing in clusters all along the coast. We saw also a large vessel under sail, at a little distance from the shore; but to our unspeakable regret we were obliged to leave the place without farther examination, for it was surrounded in every direction by rocks and breakers, which rendered the hazard more than equivalent to every advantage we might procure. —

I called them the Islands of Danger, and steered from them N. W. by W. allowing for the variation. —

Nothing worthy of notice happened till Monday 24th when, about ten o'clock in the morning, we discovered another island, bearing S. S. W. distant about seven or eight leagues. —

It had a pleasant appearance, and a large lake in the middle, like King George's Island: it is near thirty miles in circumference, and dreadful sea breaks upon almost every part of the coast, and a great deal of foul ground lies about it. We sailed quite round it, and when we were on the lee-side, sent out boats to sound, in hopes of finding anchorage: no soundings, however, were to be got near the shore; [but I sent the boats a second time, with orders to land, if it were possible, and procure some refreshments for the sick: they landed with great difficulty, and brought off about two hundred cocoa-nuts, which to persons in our circumstances, were an inestimable treasure. The people who were on shore, reported that there were no signs of its having ever been inhabited. — I called it the Duke of York's Island, in honour of his Royal Highness, and I am of opinion that we were the first human beings who ever saw it. — In the morning, Wednesday 3rd we found a low flat island, of a most delightful appearance, and full of wood, among which the cocoa-nut tree was very conspicuous: we saw, however, to our great regret, much foul ground

about it, upon which the sea broke with dreadful surf. We steered along the south-west side of it, which we judged to be about four leagues in length, and soon perceived not only that it was inhabited, but very populous; for presently after the ship came in sight, we saw at least a thousand of the natives assembled upon the beach, and in a very short time more than sixty canoes, or rather proas, pulled off from the shore, and made towards us. We lay by to receive them, and they were very soon ranged in a circle round us. Their vessels were very neatly made, and so clean that they appeared to be quite new: none of them had fewer than three persons on board, nor any of them more than six. After the Indians had gazed at us some time, one of them suddenly jumped out of his proa, swam to the ship, and ran up the side like a cat, as soon as he had stepped over the gunwale he sat down upon it, and burst into a violent fit of laughter, then started up, and ran over the ship, attempting to steal whatever he could lay his hands upon, but without success; for being stark naked, it was impossible to conceal his booty for a moment. Our seamen put on him a jacket and trowsers, which put

uced great merriment, for he had all the ge-
 sures of a monkey newly dressed: we also
 ave him bread, which he eat with a voraci-
 us appetite, and after having played a thou-
 and fantic tricks, he leaped overboard, jacket
 and trowsers and all, and swam back again to
 is proa; after this several others swam to the
 ship, ran up the side of the gun room ports,
 and having crept in, snatched up whatever lay
 in their reach, and immediately leaped again
 to the sea, and swam away at a great rate,
 though some of them, having both hands full,
 held up their arms quite out of the water, to
 prevent their plunder from being spoiled. —

This island, to which my officers gave the
 name of Byron's Island, lies in latitude $10^{\circ} 18'$
 longitude $173^{\circ} 46'$ E. the variation of the
 compass here, was one point E.

By Sunday 21th all our cocoa-nuts being
 expended, our people began to fall down with
 the scurvy. The effect of these nuts alone,
 in checking this disease, is astonishing: many
 whose limbs were become as black as ink, who
 could not move without the assistance of two
 men, and who, besides total debility, suffered
 excruciating pain, were in a few days, by eat-
 ing these nuts, although at sea, so far recove-

red as to do their duty, and could even aloft as well as they did before the distemper seized them. —

On Sunday 28th we saw a great number of birds about the ship, which continued till Tuesday 30th when about two o'clock in the afternoon we saw land, bearing W. $\frac{1}{2}$ N. which proved to be the island Saypan, Tinian, and Aiguigan. —

We steered along the east side of them and at noon hauled round the south point of Tinian, between that island and Aiguigan, and anchored at the south-west end of it, in sixteen fathom water, with a bottom of hard sand and coral rock, opposite to a white sand bay, about a mile and a quarter from the shore, and about three quarters of a mile from a reef of rocks that lies at a good distance from the shore, in the very spot where Lord Anson lay in the Centurion. —

Notwithstanding the fatigue and distress that we had endured, and the various climates we had passed through, neither of the ships had yet lost a single man since their sailing from England; but while we lay here two died of fevers, a disease with which many were

ized, though we all recovered very fast from the scurvy.

I had been upon the coast of Guinea, in the West-Indies, and upon the island of Saint Thomas, which is under the Line, but I had never felt any such heat as I felt here. Besides the inconvenience which we suffered from the weather, we were incessantly tormented by the flies in the day, and by the musquitos in the night. The island also swarms with centipedes and scorpions, and a large black ant, scarcely inferior to either in the malignity of its bite. —

Our principal resource for fresh meat, was the wild hog, with which the island abounds. These creatures are very fierce, and some of them so large that a carcase frequently weighed two hundred pounds. We killed them without much difficulty, but a Black belonging to the Ambar contrived a method to snare them, so that we took great numbers of them alive, which was an unspeakable advantage; for it not only ensured our eating the flesh while it was sweet, but enabled us to send a good number of them on board as sea-stores. —

On Monday the 30th of September, having now been here nine weeks, and our sick

being pretty well recovered, I ordered the tents to be struck, and with the forge even carried back to the ship; I also laid about two thousand cocoanuts, which I experienced to be so powerful a remedy for the scurvy, and the next day, Tuesday, October 1st I weighed. —

The needle continued to point due north till Tuesday 22th when, at six o'clock in the morning, Grafton's Island, the northernmost of the Bashe Islands, bore south, distant six leagues. As I had designed to touch at these islands, I stood for that in sight; but as the navigation from hence to the Streight of Banca is very dangerous, and we had now both a fine morning and a fine gale, I thought it best to proceed on our way, and therefore steered westward again. —

At seven o'clock, Sunday 3rd we saw the island of Timoan, bearing S. W. by W. distant about twelve leagues. —

Wednesday 6th I landed to see what was to be got, and found the inhabitants, who were Malays, a surly insolent set of people. As soon as they saw us approaching the shore they came down to the beach in great numbers, having a long knife in one hand, a spear

headed with iron in the other, and a crescent
or dagger by their side. We went on shore,
however, notwithstanding these hostile appear-
ances, and a treaty soon commenced between
us; but all we could procure, was about a
dozen of fowls, and a goat and kid. —

These people were of a small stature, but
extremely well made, and of a dark copper
colour. We saw among them one old man
who was dressed somewhat in the manner of
the Persians; but all the rest were naked, ex-
cept a handkerchief, which they wore as a
kind of turban upon their heads, and some
pieces of cloth which were fastened with a sil-
ver plate or clasp round their middles. —

The island is mountainous and woody, but
we found it pleasant when we were ashore;
it produces the cabbage and cocoa-nut trees in
great plenty, but the natives did not chuse to
let us have any of the fruit. —

At seven o'clock in the morning, Sunday
both we saw the east end of the island of
Singen, bearing S. W. by W. distant eleven
or twelve leagues. —

From the Seven Islands we steered S. W.
S. and had regular soundings from twelve

to seven fathom, and soon after we saw the coast of Sumatra. —

On Tuesday 2th we steered between the lands Edam and Horn, and entered the road of Batavia. —

There is always lying here a Dutch Commodore belonging to the Company, who, among his countrymen, is a person of very great consequence. This gentleman thought fit to send his boat on board of me, with only the cockswain in her, who was a very dirty ragged fellow: as soon as he was brought to me, he asked whence I came, whither I was bound, and many other questions, which I thought equally impertinent, at the same time pulling out a book, and pen and ink, that he might set down the answers; but as I was impatient to save him this trouble, he was desired immediately to walk over the ship's side, and put off his boat, with which he was graciously pleased to comply. —

The roads, for many miles about the city are as good as any in England: they are very broad, and by the side of them runs a canal shaded by tall trees, which is navigable for vessels of a very large size: on the other side of the canal are gardens, of a very pleasant

appearance, and country houses of the citizens, where they spend as much of their time as possible, the situation being less unwholesome than the city. —

Having now taken on board as much wood and water as we could stow, we weighed, and got without Java Head before night: but by this time a dangerous putrid fever had broken out among us: three of my people had died, and many others now lay in so dangerous a condition that there were little hopes of their recovery: we did not, however, bury one at Batavia, which, notwithstanding our stay was so short, was thought to be a very extraordinary instance of good fortune; and our sick gradually recovered after we had been a week or two at sea.

We continued our course, without any event worthy of notice, except that one of my best men unhappily fell overboard and was drowned, till Monday the 10th of February, 1766, when, at six o'clock in the morning, we saw the coast of Africa. —

We passed between Penguin Island and Green Point, and worked into Table Bay with our top-sails close reefed, there being a strong gale, with hard squalls, at S. S. E. —

The Cape is certainly a most excellent place for ships to touch at; it is a healthy climate, a fine country, and abounds with refreshments of every kind. —

I gave all the people leave to go on shore by turns, and they always contrived to get very drunk with Cape wine before they came back. Many ships came in while we lay here; some were Dutch, some French, some Danes, but all were outward bound.

Having continued here three weeks, and during that time refreshed our men, and completed our water, I took leave of the good old Governor on Thursday, March 6th and on Friday 7th sailed out of the bay, with a fine breeze at S. E.

On Sunday 16th. At six in the morning we saw the island of St. Helena, bearing W by N. at the distance of about sixteen leagues, and about noon, a large ship, which shewed French colours. We pursued our course, and a few days afterwards, as we were sailing with a fine gale, and at a great distance from land, the ship suddenly received a rude shock, as if she had struck the ground: this instantly brought all who were below upon the deck in great consternation, and upon looking out

aw the water to a very large extent, tinged with blood; this put an end to our fears, and we concluded that we must have struck either a whale or a grampus, from which the ship was not likely to receive much damage, nor in fact did she receive any. —

On Tuesday 25th. We crossed the equator, in longitude $17^{\circ} 10'$ W. and the next morning, Captain Cumming came on board, and informed me that the Tamar's three lower rudder braces on the stern were broken off, which rendered the rudder unserviceable. I immediately sent the carpenter on board, who found the condition of the braces even worse than had been reported, so that the rudder could not possibly be new hung; he therefore went to work upon a machine, like that which had been fixed to the Ipswich, and by which she was steered home: this machine in about five days he completed, and with some little alterations of his own, it was an excellent piece of work. The Tamar steered very well with it, but thinking that it might not be sufficient to secure her in bad weather, or upon a lee shore, I ordered Captain Cumming to run down to Antigua, that he might there have the ship new hung, and get the rudder new hung, with a

fresh set of braces which he had with him for that purpose; for the braces with which the ship went out, being of iron, were not expected to last as long as our's, the lower with the sheathing, being of copper.

On Thursday, May 7th at seven o'clock in the morning, we made the Islands of St. Paul having been just nine weeks coming from Cape of Good Hope, and somewhat more than two and twenty months upon the Voyage. On Saturday 9th the ship came to anchor in the Downs, and on the same day I landed at London and set out for London.